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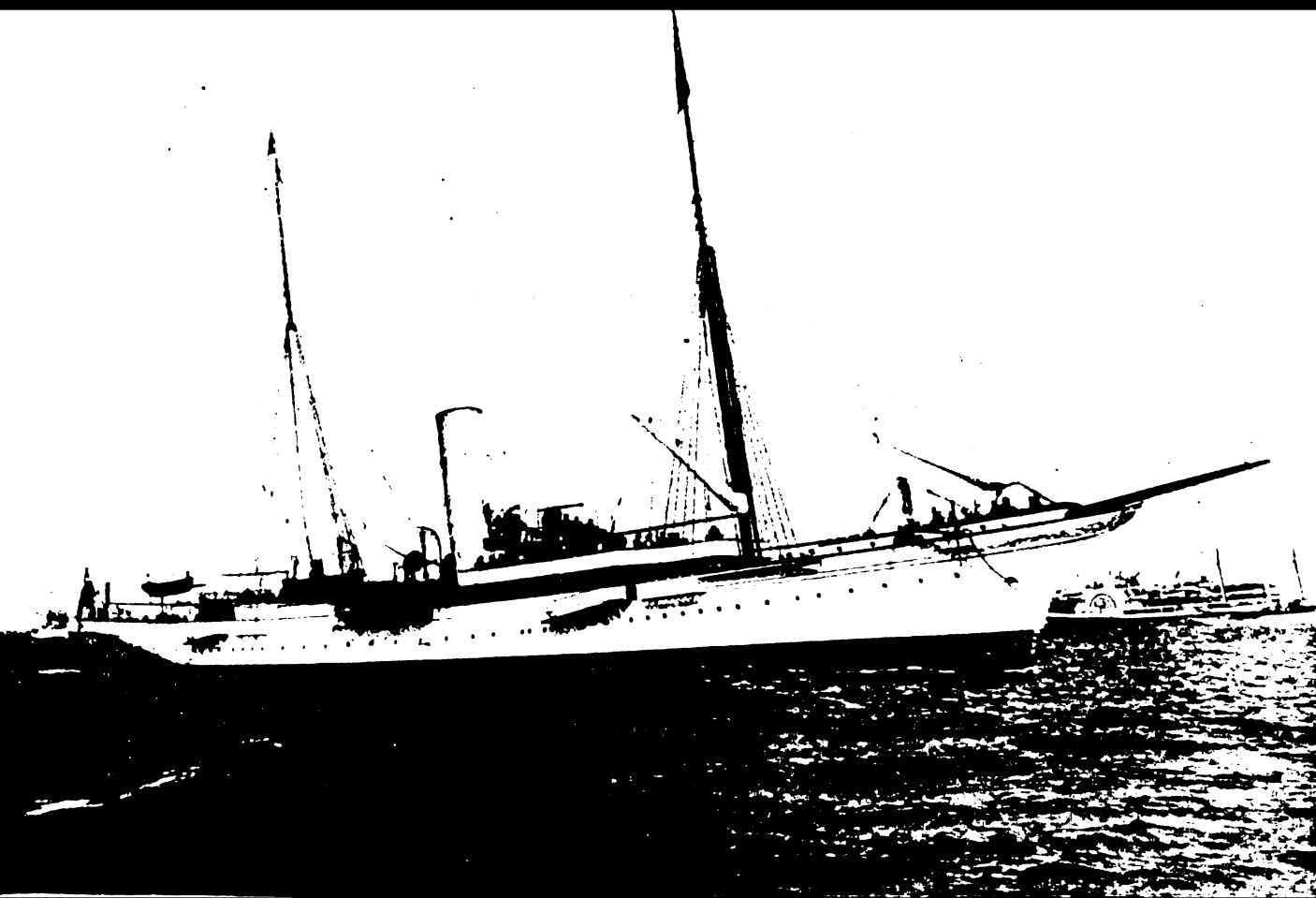
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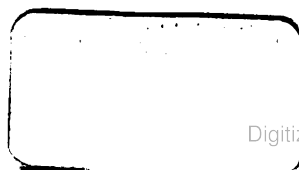
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# *The History of American Yachts and Yachtsmen*

Spirit of the Times Pub. Co, Harry Brown,  
Spirit of the Times Publishing Co













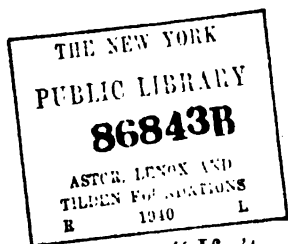




THE HISTORY  
OF  
AMERICAN YACHTS  
AND YACHTSMEN.  
1901.

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PUBLISHED BY THE  
SPIRIT OF THE TIMES  
PUBLISHING CO.,  
NEW YORK,



# INTRODUCTORY

## REVIEW OF CONTENTS.

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"If 'twere done, when 'tis done, then 'twere well it were done quickly."

Not so, however, in this case, as the "History of American Yachts and Yachtsmen" is the fruit of more than a year of very hard work and untiring patience. It has been obtained and compiled under the most trying circumstances.

It contains an excellent history of yachting from its inception to date—histories of clubs, prize cups, biographies and portraits of yachtsmen, illustrations and descriptions of yachts of beauty, speed and fame, with a complete record of all the America Cup races and matters of general interest to yachtsmen and the public generally, all of which have been extremely difficult to obtain.

To this in a great measure is due the delay in publishing the work. There are in the United States over two hundred yacht clubs. The secretary's position, save in two or three instances, is only honorary, it is non-lucrative and not an enviable office to hold; therefore with little time to spare, urgent requests for data concerning the club sometimes received tardy response. For this the Secretaries can scarcely be censured or criticized.

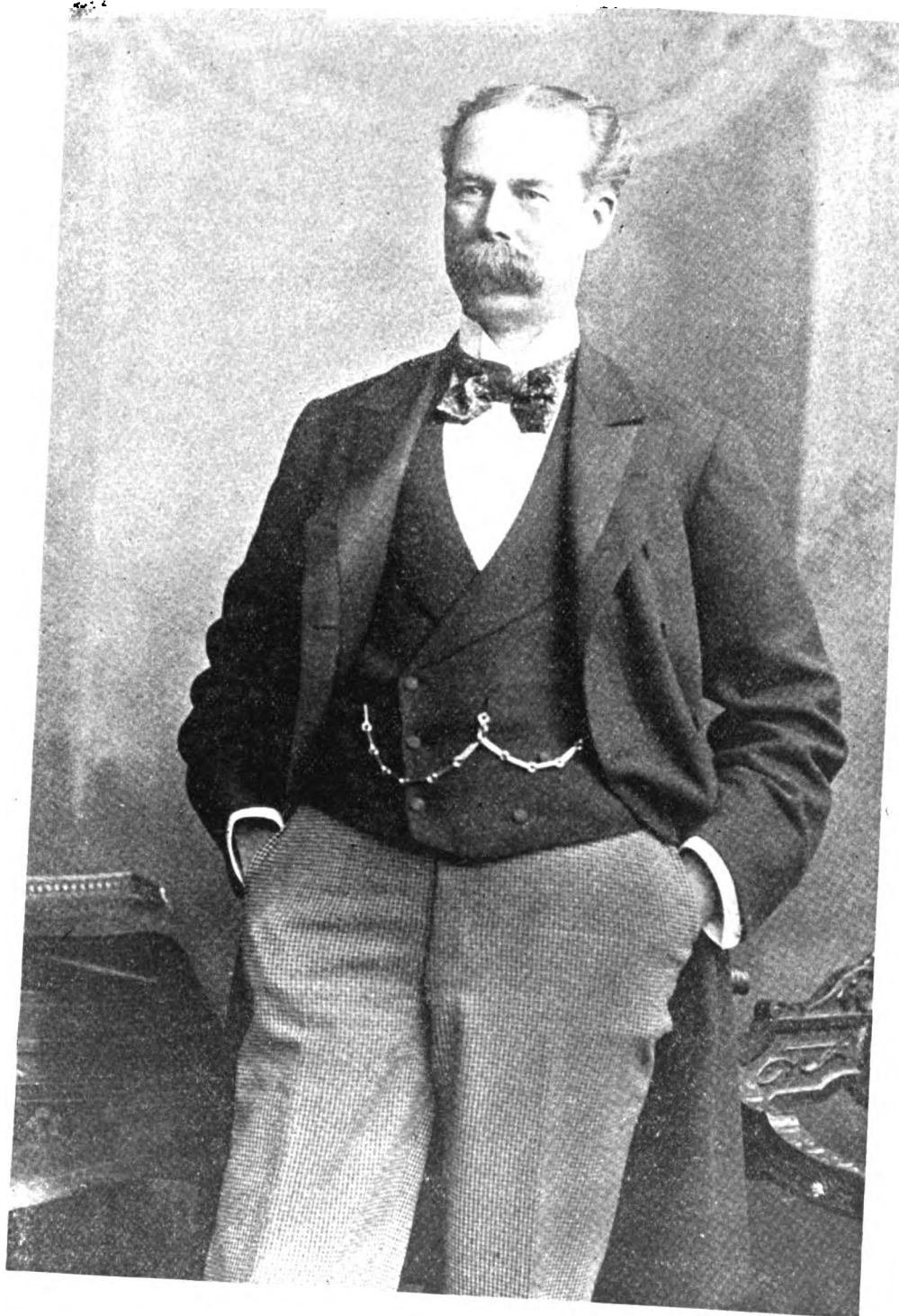
We wish here to acknowledge the many courtesies extended by those who have furnished information, and assert that this is the only volume of its kind published under the direct patronage of a committee composed of representative commodores and yachtsmen of national fame.

"The History of American Yachts and Yachtsmen" is published for the benefit of the yachting world, and if there are any criticisms to make please remember, "to err is human, to forgive is divine."

Yours very sincerely,

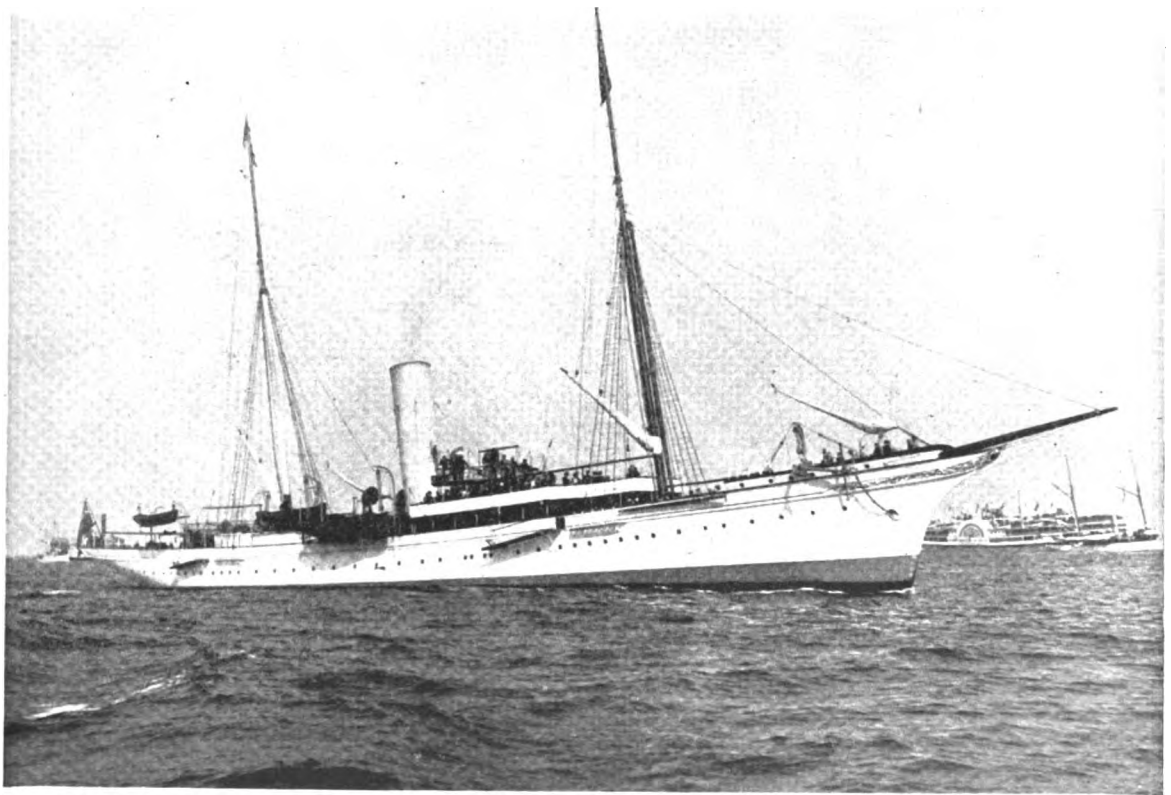
HARRY BROWN.

Yachting Manager.



SIR THOMAS J. LIPTON.





THE ERIN

# SIR THOMAS J. LIPTON.

Notwithstanding the mistakes and misunderstandings of long ago, there are many well-balanced persons on both sides of the Atlantic who believe that the best interests of the two great English-speaking nations of the world run on parallel lines. They assert that as time passes this fact will be more strongly emphasized.

Sir Thomas J. Lipton has expressed his views on the subject, and no man has done more than he to further the good cause.

It is not international treaties or "entangling alliances" that knit nations together in a lasting bond of unity. It is not entirely commercialism, though this is a potent factor. It is something deeper, stronger, more vital than either of these, something which has its root in a common mother tongue in a national love of sports and fair play and in the same open and straightforward methods of obtaining successful results, whether in the patriotic training of the young or among the more settled lines of domestic and commercial life. In these matters America and Great Britain are close together.

How close few people dreamed until that day a few years ago, when a hurricane swept Samoa and the British warship *Calliope*, her cables having parted, headed out, under full steam, to the open sea and, as many thought, to destruction. She had to pass the United States frigate *Trenton*, and Englishmen will never forget how the *Trenton's* crew swarmed aloft and cheered the *Calliope's* crew as they went forth to fight the tempest to a finish or until their ship sank. At Manila, when the question arose as to what the powers would do at a critical moment, the British officer, Capt. Chichester, when asked what he would do, replied: "No man in the world knows but Admiral Dewey and myself."

While the Spanish guns were thundering away at Manila Sir Thomas Lipton in his English home twines the Stars and Stripes with the Union Jack, and gave orders that on his buildings in Chicago the Stars and Stripes should be kept flying day and night. These are the things small in themselves which in the mass bind nations together in bonds of steel.

The Spanish guns had scarcely cooled when this sterling British yachtman sent his first challenge for the America's Cup, the most coveted yachting trophy in the world. He came as a thorough sportsman, anxious only to race. He had no condition to make, no concessions to demand; he accepted the standing terms of agreement, and only asked a clear course and plenty of wind. When the *Columbia* met the *Shamrock* of Sandy Hook it was a battle of giants, a meeting between the representatives of the two greatest ship-building and ship-sailing nations of the world, a yachting contest such as no other nation has attempted to equal.

On all sides the unity of interests and tastes was demonstrated. Those that witnessed the *Columbia-Shamrock* races and noticed the earnest, brotherly feeling and desire on both sides for true and clean sport cease to wonder that Sir Thomas J. Lipton is so highly regarded among the yachtsmen of this country.

Who is this Sir Thomas J. Lipton with a magnificent "bee in his bonnet" which buzzes so cheerily for international good feeling? Every American who can read knows of his unswerving democracy, his generosity and his modesty. His own story is that he was born in Glasgow, Scotland, of Irish parents, who had left Ireland during the hard "famine" times, and that at the age of fifteen years he ran away to sea as aspiring to a fortune, which was to consist of a barrel of American flour and an American rocker for his mother. To get these he came to America. Two years later he returned to Glasgow and presented his early fortune to that mother. The love and tenderness of the boy's vague dream had been fulfilled in filial love. When, after another trip to America the boy Thomas returned to his home, it was with one thousand and good American dollars in his pocket. This modest sum enabled him to open the tiny grocery store which proved the foundation of his present magnificent business. Since then all things have come his way. His friends are the most influential at home and abroad, and his charities dispensed on a princely scale. At the Jubilee, when a great dinner to the London poor was being subscribed for, Sir Thomas was dining with the Lord Mayor and Lady Mayoress. The later subscriptions had been coming in slowly. The Lady Mayoress was much interested in the project. "How much is the shortage?" asked Sir Thomas. When being told that it was \$125,000, he promptly wrote a check for the amount and presented it. Later, when the Alexandra fund was founded by the Princess of Wales to provide cheap, well-cooked dinners for the workmen, Sir Thomas gave \$500,000 and promised as much again if the fund required it. During the Spanish war he donated \$10,000 to American societies aiding the wounded and suffering. While on board the *Cunarder Cam-*

*pania*, thronged with Americans and Englishmen, Sir Thomas Lipton organized an Anglo-American fraternity, enrolling many prominent men. He said: "In England there are thousands who will volunteer to aid the United States if need be, although they know *Columbia* is well able to take her own part." In recognition of his generosity the Empire State Sons of the Revolution presented Sir Thomas with Old Glory made of silk, the one twined with the Union Jack in his English home.

To win the America's Cup is no new dream of his. For the last ten or twelve years he had owned and raced yachts on the Clyde. The more he saw of blue water the stronger grew the idea that he wanted to try for the cup. At last he gathered the best talent in Great Britain—designers, builders and sailors. He treated them all with his usual princely generosity, obtaining thereby the swiftest vessel that their hands could fashion. What if it was in vain as far as actual results went?

No yachtsman ever had a more delightful experience, and never did a man, under the guise of healthy, exhilarating sport, ever do so much to draw the people of two nations together.

Sir Thomas J. Lipton's challenge was franked by the best yachtsmen in England. His representative was the Hon. Charles Russell, and from start to finish there was nothing but perfectly pleasant associations. When the races were over and he prepared for the return journey without a cup, we are half sorry to say, a loving cup was subscribed for by the citizens of this country. It was sent to England and there presented to Sir Thomas by Ambassador Choate and a number of prominent Americans in London. So well was he pleased with his reception that he has challenged again. The two old bull-dog spirit of the Anglo-Saxon (for want of a better term) shows itself ready for another friendly contest. Sir Thomas doggedly admits that he would give every penny he possesses and begin again at the bottom of the ladder to "lift" the America's Cup. That is the spirit which compels admiration, which has made Americans feel that he in some way belongs to them. His challenge is briefer than others. It has no conditions except a request to have the races earlier in the year.

The *Shamrock II*, is to be the best vessel that English brains and brawn can produce. Sir Thomas realizes that no possible improvement in the old *Shamrock* can ever make her quite the equal of the *Columbia*. It is conceded that the *Herreshoffs* are sure to produce a better boat than the *Columbia*, so the *Shamrock II* must be much faster than her sister ship before her popular owner can do that "lifting" act he so ardently desires. Not a few genuine Americans, old-time yachtsmen, are actually wishing him luck. What higher compliment could be paid this excellent sportsman?

When the original *Shamrock* rounded to off Tompkinsville, Staten Island, on August 18, 1898, she was criticized as powerful looking and so full forward that she seemed much shorter over all than she really is. Her bow from the water line had a much sharper curve than that of the *Columbia*. It was full and almost blunt, and there did not seem to be more than 18 feet of overhang forward. Her sides were high out of the water and her sheer much straighter than that of the *Columbia*. The counter was about twenty feet in length and rose sharply out of the water with a slight incurve. There was no tumble home to her sides, and she carried her beam straight from the water line to the deck. Her racing deck was metal, covered with canvas. The dimensions of the *Shamrock* are 132 feet over all, 89 feet 6 inches on the water line, 24 feet beam, and she is supposed to draw about 20 feet of water. Her mast is stepped about thirty-five feet from the forward end of the water line. This is much further aft than the *Columbia's*. Taking her all in all, the *Shamrock* was in many ways an innovation and a departure from preceding types of cup challengers. She was justly considered to be the most dangerous challenger since the *Genesta*. Her races, especially in light airs, showed how close this verdict was to the actual facts. As a beauty she takes the palm, and the accompanying illustrations give an exceedingly good idea of her general appearance.

The *Erin* is the private steam yacht of Sir Thomas Lipton. She acted as convoy to the *Shamrock* during her passage of fifteen days across the Atlantic and also during the races. She is a very handsome, comfortable and fast yacht, 204.7 feet over all, 252 feet water line, with a beam of 31.65 feet and a draft of 16 feet. She has tandem four-cylinder engines of 325 horse power, capable of making 16 knots an hour. She was designed by Watson and built by Scott & Co. at Greenock in 1896. The *Erin* is classed 100 A1 at Lloyd's. She is commanded by Capt. Matthews.



THE AMERICA'S CUP.  
The Most Prominent Yachting Trophy in the World.

# THE HISTORY OF AMERICAN YACHTS AND YACHTSMEN.

The history and evolution of the modern yacht is so interwoven with data, all valuable in its way, that it is difficult to decide what to eliminate and what to retain, yet the progressive steps in the evolution of the modern floating palaces and water greyhounds, which are styled yachts, fit together like the links of a chain.

Before the yacht the pleasure vessel was the ship, and before that—what?

The very earliest records point to a plain log on which the primeval savage ferried himself across waters. Later he learned to point it at one end and the first step of progress was taken. When was this? Nay, there is not the lota of an idea to be gleaned in all the literature and records of the world. What we do find is that the log was soon advanced into the raft, by means of which more than one man could be carried, and that experience soon showed that the blunt, shovel nose of the raft impeded progress, and that by placing one sharpened log in front and grading other logs backwards, somewhat similar to the finger ends on one's hands, this was obviated and the first crude form of a vessel prow obtained. This was first found in New Guinea, where such rafts, seventy feet long and twenty feet beam, were found when the country was discovered, but the early history of them is lost in the ages.

Then, of course, came the hollowed log, the primitive canoe. This dates back beyond the Stone Age, as shown by the specimens found in the Swiss debris, and also in the Irish bogs, where specimens were found over thirty feet below the level of the earth. These logs were not the clumsy items one is accustomed to regard them before investigation, but were manageable, sea-going craft, one of which with a beam about eight feet was met by Columbus near the Guauaja Islands, over 100 miles from shore, and the meeting is duly recorded by him, with notes and comments. In the National Museum at Washington is a canoe which was first exhibited at the Centennial, at Philadelphia, in 1876. It is fifty-nine feet long by eight foot beam, and was made for Moquilla, a Nootkan chief, and is fully authenticated to its present owner. It was shaped and hollowed by the dextrous work of axes, and then, being filled with water, this was heated by red-hot stones, at the same time that bark fires were lit around it, at a slight distance from the sides so that it could not burn, but simply to render the wood flexible, and to this treatment was due its beautiful lines. These, Curator J. W. Collins states, are remarkably like those of the

Transatlantic steamship City of New York. The bark canoe with its beautiful shape appears to be of about the same period and was used for smaller craft.

With increased size came the necessity for other powers of propulsion than that of the paddle, and the first sail is said to have been branches of trees, and from them it was an easy transition to the triangular sail of the Maoris, which is surely the most primitive extant. It was a triangular piece of matting, the lower end was tacked to the bottom of the boat, where the boom would come out and was simply stretched along until the sheet passed through a hole in the side of the canoe, and instead of a mast a light spar like a sprit between the leach and the single forward stay held the sail up for the wind to catch. It was placed practically amidships, and while taking considerable time to fix it could be taken down in a second. This type of sailing craft was very cranky and unsafe, and from it was evolved the pirogue, the first glimmer of a catamaran. It had but one hull, and over the side extended a long plank, which was stayed to a slender pointed log laying parallel with the main hull, and which supported the plank above the water. When it blew hard the crew climbed out on the plank and maintained the balance, as does the modern keel or centre-board. This device was used some years ago to win a catch bet, the boat being over-canvassed and the crew walked out on a plank to enable her to carry it. Then soon came the cabin, the mat sails were improved upon in various ways, and finally the full fledged catamaran, the speediest boat afloat, was born, and is still held, vastly improved by the Fijians and others. In these the mast works on a pivot, and when desired can be slid forward or aft, the stays going with it, and the boats, like our modern ferries, can travel in either direction without going about. A curious feature of this craft is that the planks of her hull are not nailed, they are neatly graded and flanged holes are made at corresponding places, the upper plank is laid over the lower one and then laced together with vegetable fibre, this being pitched over, the work being done so neatly that the native who smooths over the outer body is frequently nonplussed to find the joint. There is no calking, and the boat is finished off with pumice stone. The sails were made of the pith of a palm tree beaten into a species of felt. The rudder is now an enormous oar, an advance without knowing of it on the immense cottonwood rafts of the Balsas of Peru, which are steered by false keels dropped fore or aft as desired (similar to the method em-



BRENTON REEF CUP.

Courtesy of Home Magazine.



played on our ferry boats), and whose immense sails are hoisted on shears or tripods of massive spars.

From the outrigger canoe of the catamaran came the famous Nonpareil Life Raft, which, under sail, crossed the Atlantic in 1873-4, when the accident to the great White Star Liner Atlantic boomed their use to such an extent that the warships of Uncle Sam's navy were equipped with them and carried them for years.

In other waters, those of the Orient, the Mediterranean and the North, other types of vessels had been evolved from the common, original source. The flying prahu of the Ladrone Islands, those used by the famous pirates, carried an enormous triangular sail and had a flat lee side to the hull, the windward side being rounded, and to this in a great measure was ascribed their wonderful speed and stability. Of course they could only sail on one tack with the maximum speed. The Chinese junks are familiar in appearance to almost every one, but not so the fast Lorchas, which carry even stiffer sails than the United States fore and afters. These were lug shaped and slatted like a Venetian blind, and were reefed in the same manner as a blind is drawn up and closed. Under this curious rig one man could handle a very large boat. The graceful Latteen sail of the Mediterranean, another very fast type, was known to the Phoenicians and to King Solomon. It is still on the Medi-

terranean waters, and a few years ago was seen on the upper Hudson as an experiment on an ice yacht. It carries a single sail, this being a jib and mainsail in one, stretched on a gaff which curves upwards and backwards from the very nose of the boat, up over the mast and out aft to where the peak of the mainsail would ordinarily come. The Arab Dhows and the Nile Dahabieh have all been tried and tested and all contributed their quota to the modern yacht, while Xebecques, Feluccas, Sampavias of the Levant have all assisted. Then the felucca, it is claimed, graded into the lugger, followed by the yawl, which in 1874 was extended into a cutter called the dandy rig, ugly as sin, with an enormous sliding jib, a club topsail as large as a mainsail, balloon topsail, jib-headed spinnakers, etc., a perfect freak. The City of Ragusa in 1872 came over from Liverpool under that rig, and MacGregor, the famous canoeist, had a cutter so rigged and sailed round the British Isles.

Away up in the North was the long dragon ship of the Norsemen of the type of the Viking, which came to the World's Fair, totally different from any other craft in the world, yet partaking of many. The model of 800 A. D. was the type of the great fair boat, and her lines to-day will bear comparison with those of the best yachts which are being used for deep water sailing, and she has aptly been termed "a cross between the keel and the centre-board." The Viking was built of oak, not nailed, but sewn, as before described. Her rudder was on the starboard side, her mast almost amidships, and she carried a primitive sail like a square sail. Yet she sailed safely across the Atlantic in forty-three days, making port at New London, Conn., passing through hard weather and carrying ten brave men. She was of the type in use when the Norsemen ruled the waters and long before the caravels, high-pooped and square of sail, the forerunner of the Dutch Galliot, which, with its lee-board, appears to have been the pivot pin of the modern type of boat. These leeboards were boards to let down at the side of the boat and which acted as centre-boards, and it is curious to note that in England, where everything relative to a centre-board was derided and laughed at until a few years ago, all during the laughter in England the trading sloops known as "billyboys" carried on their sides the old leeboard of the Dutch, but for ornament, firmly rivetted to the timbers, and not for use. Not one Englishman in a hundred thousand, even those connected with the sea, know the why and wherefore of the ornament.

From this point progress really seemed to commence. It was then discovered that improvements must be made on the sail plan rather than in the hull, and little by little the change was made until the American clipper the Queen of the Seas was evolved. To tell this evolution would require a volume in itself. The largest wooden sailing vessel was the Roanoke, built by Andrew Sewall & Co., of Maine. She was 311.2 feet long, 49.2 foot beam, 29.2 foot hold, and had a gross tonnage of 3,539.08 tons, carrying 20,000 square feet of canvas. There with the ship, the noble clipper ship of Uncle Sam, a halt must be called.

The yacht was undoubtedly the first taking of a smaller



GOELET PRIZE FOR SCHOONERS 1895.  
Made by Tiffany & Co., New York.

vessel for purposes of privacy, freedom from the dirt and noise of freight and traffic, and for convenience. The earliest trace is the famous "bed chamber ship" of Ptolemy Philopater, of Egypt. Another was the pleasure craft of Hiero, King of Syracuse, and Archimedes, the father of mathematics, designed and had built a wonderful craft. The first English yacht (spelled that way) appears to have been a present to the Prince of Wales from the Dutch East India Company, and was called the Mary. This was in 1604, and later he had one built by Phineas Pett, to whom the English navy is so much indebted. The Prince setting the fashion, noblemen fell in with the idea, and in the record is found a match between the Prince of Wales' flyer and that of the Duke of York, over a course from Greenwich to Gravesend, for \$500, the Prince steering his own boat and losing the race. Hitherto racing had been mainly by wherries rowed by men, but from then on sailing boats appear to have taken their place, and yachting as a sport commenced.

Very early in the history of this country, while the Dutch were still holding New Amsterdam, they had pleasure craft which conveyed them to their country homes on Staten Island and various other places, and of these the Perauger, or double-masted keel boat, with a leeboard, appears to have been the favorite. In fact these were used for ferries from New Amsterdam to Powles Hook, now New Jersey, and were favored by reason of their good showing against head wind and tide. The chronicles state that it was esteemed quite a journey in those days. Then, in our shallow waters, as time passed, was evolved the sharpie, skipjack, lugger, sloop, cat, double cat, and now the "birds," and on both sides the Atlantic the prevailing types of water appear to have graded the type of boat. Thus the shallow bays and inland waters of our own country have given prominence to the centre-board craft, and the deeper English waters to the keel cutter. In the old days the word "sloop" was taken to imply a centre-board boat with a fixed bowsprit, a mainsail, topsail and jib. A "cutter" meant a deep, narrow keel boat with a straight bowsprit, which could be "housed" if desired, and carrying a mainsail, topsail, forestaysail, and jib which extended to the bowsprit end. There was no jibstay, and the sail was hoisted by the halyard alone, the jib and foresail being in one. Later the term sloop or cutter came to apply to the lines of the hull only and not to sail, the cutter rig proving so handy that it was applied to other than keel boats.

The first cutters were the English revenue boats, the chasers and runners down of the smuggler, and were styled "revenue cutters." The first sloops appear to have been pleasure boats. Thus one was for the deep sea and the other for shore waters. Thus when the English cutter graded into the yacht the American sloop was still carrying passengers, freight, and also being used for pleasure, all under the same rig but differing in size. Wherever inland water work was done there was the sloop, and it was later that the small trading schooners began to appear. Thus it may be said that a century of the United States has been devoted to the development of the sloop, as against the century of development of the cutter in England, and, with reservations, it

may be said that the sloop has always won. These reservations are that as change followed change development followed development, the modern boat retained only the beam and centre-board of the sloop, and all else was cutter improved. This appears to be admitted by the leading American authorities, who say the top side is directly cutter, also that the depth, displacement and midship sections are compromises, the lead keel being surely British. Thus the Puritan was a centre-board cutter. While in no sense a servile imitation of the British cutter model, she was essentially a cutter, displaying the skill and enterprise of her designer in all parts of her hull and rig. Then, in deference to public, or, rather national opinion, was coined the term "keel sloops," such as the Pappoose, Gossoon, etc., which are claimed to have all the characteristics of the cutter. It is interesting to note that in 1874 the "Yachting List" shows over five hundred boats, of which only seven were keel sloops of over thirty feet water line.

The name "yacht" appears to come from the Dutch "jagt," which is from "jaghten," to speed.

The first yacht club appears to have been Irish, the Cork Harbor Water Club, founded in 1720. Matches were sailed at Cowes in 1780. In this country the first yacht, in the modern sense, appears to have been the Jefferson, built at Salem, Mass., by Christopher Turner for Capt. George Crowninshield, 22 tons, very fast. In 1812 she was made a privateer, captured three prizes, and eventually became a Gloucester fishing boat. Then, in 1802, came the famous Diver of John C. Stevens, also the Trouble and Wave, and Onkable, which was the first boat with a sharp bow and a clean run, afterwards made a pilot boat. Salem then turned out many boats, famous among which was the Cleopatra's Barge in 1816, costing Benjamin W. Crowninshield \$50,000, a much greater sum than that amount represents to-day, and later she was sold at auction for \$15,000. She was almost the exact dimensions of the Mayflower as a sloop, and the same tonnage, but not in the least like her in appearance. In 1839 came the centre-board schooner Sviph, the fast Martin Van Buren, the Gladiator, Petrel, Rapids, John C. Stevens, Mary Taylor, and finally the Maria, in 1846, of which more anon, for here dawns the world famous America.

A great many people imagine it was the famous schooner America that first brought to English notice the great superiority of the smaller boats built and designed in America as contrasted with those of other countries. Our clipper ships had long stood on a pedestal apart by themselves as world beaters. This, however, was scarcely so, for the United States pilot boats had won equal recognition with the clippers at the great exposition of 1851, and were unhesitatingly ranked as the speediest and most seaworthy craft of their kind in the world. It was also generally acknowledged that the large sloop Maria, with her two centre-boards and outside lead ballast, was the fastest yacht afloat. She was one of the first scientific racing machines one has heard so much about of late years. She was designed by R. L. Stevens and built by William Capes, of Hoboken, and by competent authorities is looked upon as the prototype of the



**THE GLORIANA CUP, 1891.**  
New York Yacht Club, Special Cup. 1st Prize, Class G. for Sloops, Cutters and Yawls. Won by the Gloriana,  
Newport, August 13th. 1891.



modern yacht. She was 110 feet over all, 28 feet 8 inches beam, with a forward draught of 6 feet and an aft draught of about 5 feet. She had a sharp bow and tapered aft. The main boom was hollow, built like a barrel, with staves and hoops. The outside lead was not bolted on, but her description states "molds five inches deep were fixed outside her bottom, carefully shaped to the lines of the floor for a distance of twenty feet on each side of the keel; holes were then bored through the skin and several tons of melted lead were poured into the molds." This process, it is claimed, was about twenty years in advance of the times, and shows what progressive minds have ever existed among American yacht designers and builders. She carried an enormous sail plan, and had a number of novelties, such as an india rubber compressor on the traveller to ease the strain on it and the main sheet in a heavy blow; also springs on the large centre-board to raise it without damage if it chanced to touch ground, and it is stated that Mr. Stevens never received the proper credit or recognition for these inventions until recent years, when one of our veteran yachting scribes, Capt. Kenely, brought the matter very ably into prominence. The Maria was built the year the N. Y. Y. C. was founded. It is claimed that in smooth water she once logged seventeen nautical miles an hour, and in all her races was but once beaten. That was by the Swedish schooner Coquette, 66 feet long, drawing 10 feet of water, carrying iron ballast in pigs, very low, on Oct. 17, 1846. The water was rough and the Maria was beaten handily, which was the reason she was not sent to Europe in 1851.

About this time Commodore J. C. Stevens of the N. Y. Y. C. became interested in George Steers, who won a catboat prize, offered by the Commodore, with his own boat, built by himself before he was fifteen years old. Later Steers was commissioned by the Commodore, Hamilton Weeks, George L. Schuyler, James Hamilton and J. B. Finley to build a schooner yacht to race in England. This was the America, rigged like a pilot boat, tried against the Maria and beaten badly by the fast sloop. Think of it! But in smooth water! Commodore Stevens received a letter in March, 1851, from the Royal Yacht Squadron offering the hospitalities of the club to him and friends, asking the probabilities of taking over a pilot boat to show her speed in English waters, but no formal challenge was received, even though it appears to have been known in England that a fast schooner was being built with the idea of taking it over. The America was the first yacht to cross the Atlantic either way, and was sailed by George Steers and his brother James under cruising rig. "Dick" Brown, a Sandy Hook pilot, was sailing master, and Nelson Comstock was mate. She reached Havre in twenty-one days, was joined by Commodore Stevens, and when fitted was taken to Cowes, even then the yachting headquarters of Great Britain. She arrived at night, and when observed at dawn showed a rig the English had never seen. No jib boom, no foretopmast and a hull such as they had never even dreamed of. It had been intended to play smart on the Englishmen, to trifle with the leading yachts before racing

in dead earnest and then talk about cash or cups on a business basis. Unfortunately for the plan they ran across the fast cutter Laverock, one of the largest and best in the English fleet, who went out most courteously to show the stranger an anchorage. It would have been easy to let the Laverock win the palm to anchorage, but the good sportsman Commodore Stevens could not resist the temptation for a brush, and under a dead beat to windward headed for Cowes, weathered the Englishman in a tack or two and then actually lost him. It was a revelation! In those days baggy sails were the mode, and the American craft went in with sails as flat as boards, marking the point when baggy sails were discarded forever, and it is the opinion of most experts that the excellence of the America as a craft was largely due to the superior fit and cut of her sails, then a new idea and entirely American. Here may be started the brief history of the America Cup, as the trophy is universally known and standing pre-eminently ahead in the yachting history of the world. There is nothing like it, and it is no rash statement to say there never will be anything to approach it in yachting circles in the years to come. Originally it was just a "pot," an every day English "pot." Not a special cup, not a Queen's cup, as is often erroneously supposed and believed, but simply a \$500 cup for yachts of all nations in an English regatta. To-day this one time humble trophy stands at the head of everything yachting, won in a most unexpected an unusual manner, revolutionizing the yachting of the world, and successfully defended against many challengers for a full fifty years. What a record to be proud of!

The story has been told several times, but there is always something new and fresh about it, and the following account will be found to be a little more close to actual facts than some of those which have been heralded in the past with much blare of trumpets. At that time England stood alone as the only country which pursued yachting at all, for the United States had never been dreamed of in that connection any more than five years ago it was dreamed of as a factor in the balance of the European world and its vast armaments. We make history quickly on this side of the Atlantic when we once get started. True the Czar of Russia had turned his attention to yachting to the extent of officially authorizing the establishment of the Imperial Yacht Club at St. Petersburg, and a year later Commodore Bartlett was to have the pleasure of taking over his Warhawk, winning a handsome gold vase and selling his boat for an immense sum to a Muscovite millionaire, but that was in the future. The United States had in New York gathered together half a dozen public spirited men who liked the sea, and in 1844 founded the New York Yacht Club in a modest, democratic way, but the Royal Yacht Squadron of Great Britain had never heard of it, in all probability, and would not have recognized it if the tidings had been brought to its attention. Thus things aquatic were when Commodore J. C. Stevens dropped from the clouds with the America and offered to sail any yacht afloat for any stake not exceeding \$50,000.



Made by Tiffany & Co., New York.

THE AILSA'S \$25,000 CUP.

It is a Gem of American Art Work and One of the Most Costly Prizes raced for in Years.

The \$2,500 yacht prize for the great fifty-three-mile race upon the Mediterranean for first-class yachts, which was raced for at Nice, France, on Friday, March 29, and captured by the swift new cutter Ailsa after defeating the Prince of Wales' yacht, the Britannia, was made by Tiffany & Co., of this city, upon a cable order from Mr. James Gordon Bennett, and it is another conspicuous illustration of the evolution of metallic art work in recent years, while not so many years ago the products of the art centres of the old world were accepted as embodying the highest development of art both by connoisseurs and students. The rapid progress made in this country has so completely revolutionized the studies of the old school that America has in this, as in many other directions, set the pace, and with its own products established the standard of the world. Within the past two years Tiffany & Co.'s designing department and workshops have executed many foreign orders for costly sterling silver products, notably prizes for English sportsmen's clubs and other organizations, all of which is significant, for it indicates that the high standard of American art work has at last forced a recognition abroad. Another pleasing indication of this feeling was a recent editorial notice in Labouchere's London "Truth" to the effect that the London branch of the house of Tiffany & Co. had recently made such considerable strides that their premises were about to be enlarged again.

Tiffany & Co.'s most recent product of prominence shipped abroad, the Ailsa's Cup, is graphically described in the New York "Herald" of March 30, and we quote it below:

#### "DESCRIPTION OF THE CUP.

"The trophy won by the Ailsa is a punch-bowl in form and has a capacity of fifty quarts. Its height is 17½ inches, its diameter 24½ inches and its weight 750 ounces. From an

artistic view this bowl is one of the most beautiful yachting prizes, as well as costly, ever offered. The spirit of the decorations is thoroughly American and suggests some of the most successful pieces shown at the World's Fair by Tiffany & Co., who designed and executed this bowl.

"The body and foot of the bowl represent a surging mass of water, with dolphins and other nautical attributes treated in bold relief. These form merely the base of the decorations. The foundation upon which the artist has built his tale of the sea is the evolution of navigation by water from the little Indian bark canoe to the peerless steam yacht of to-day. The American spirit predominates and crops out all over the decorations. Two American Indian maidens with their girdles of feathers form the handles, one of the maidens being pictured with her hand raised to her eyes looking afar toward the Indian brave paddling over the waves in his canoe, while the maiden on the opposite side, with a look of awe and astonishment, watches the approach of the modern steam yacht, with its masts, its big funnel and long trail of black smoke floating between the sky and the sea, and, above all, the great speed of the strange craft. The craft plying upon the water are pictured in etched work about the body of the bowl, while the border around the top is formed with festoons of Indian feathers, treated in Indian girdle fashion. There are also two large Indian shields, with feathers, tomahawks and other implements upon the feet of the bowl, and beautifully modelled mermaids in full relief, rising out of the sea, are to be found.

"The bowl rests upon a solid octagon base of rosewood, and in its entirety it will probably rank as the artistic product of the year, an example of American art work that must challenge the critical admiration of European connoisseurs and yachtsmen throughout the world."

The America was a long, lean, snaky looking craft, something in appearances like the then popular Fenimore Cooper described in his marvellous sea stories: the typical raking schooner with no topmasts, and a rig throughout in marked distinction to anything ever seen in English water. She lay off Cowes, and it is a little wonder that Lord Anglesey, gallant sportsman as he was, slow to decry the unknown quantity of a courteous stranger, should say, as he looked closely at her: "If she be right, then we are all wrong." This prophetic utterance of opinion on the deck of his magnificent cutter yacht Pearl was fully indorsed later and universally admitted by the English people. He was not speaking without some little pointer to guide him, for the meeting with the Laverock and the result was still fresh in his mind, as it was with most Englishmen, and this may have tempered the judgment of his lordship. So the Royal Yacht Squadron was rather standing aloof, and, to use a modern phrase, was wondering "what it was up against."

Lord Fitz-Harding was the first to step into the breach and move for an immediate acceptance of Commodore Stevens' challenge, and he proposed that Mr. Weld lend the club his crack cutter Alarm to try conclusions with, but this the owner would not agree to. Then G. N. Stephenson, the son of the builder of the Rocket, the first locomotive, picked up the gauntlet for Titania, a hundred-ton schooner, and the match was made. In the meantime, however, Stevens had entered the America in a race for \$500 for yachts of all nationalities, to sail around the Isle of Wight, and he did this after declining to sail for Her Majesty's Cup, his reason being the question of "time allowance," and it is worthy of remembrance that the English Club courteously offered to waive the "members only" clause to give him a chance to race in that event if he felt so inclined.

The interest shown in the race was something enormous. It was unprecedented in quiet going, rather stolid England. The papers teemed with news and comments on the contest, the nobility and wealthy people forsook their grouse shooting and left the Scotch moors for the south. Special methods of transit brought people from every section of the country, and accommodations on the island were so utterly inadequate that camping out had to be indulged in to a great extent by those who arrived late or who could not pay the naturally exorbitant prices which were charged.

Eighteen vessels in all were entered, and of these fifteen started, eight being cutters and seven schooners, and among these contestants were the very cream of the English fleet, with the exception of the Mosquito. There were the Volante, Mona, Arrow, Alarm, Aurora, Bacchante (winner of the Queen's Cup of that year) the cutters being smaller than the America and the schooners being larger, ranging up to the Brilliant, of 393 tons.

The morning opened with a drizzling rain and a five-knot breeze. At the start the America stole through the fleet like a witch and dropped them one by one, only the crack cutter Volante appearing to hang on and give any trouble. The America lost her jib-boom, but continued on her way

rejoicing, winning by seventeen minutes elapsed time, or two minutes on the time allowance of those days, a detail often lost sight of. The rest came in—sometime.

Then came the match with the Titania—twenty miles out and home. The America only beat the Britisher to the outer mark by 4 minutes and 12 seconds, but, the breeze freshening, she beat her home by 47 minutes and 12 seconds, proving herself much the drier and much the best sea boat, and so universally admitted to be. These two races were the only ones she sailed under Commodore Stevens. He then sold her to the Hon. John de Blaquiére, of the Indian Army, for \$21,000, of which more anon.

This victory simply revolutionized English yachts and yachting. Among the first thing noticed was that her mainsail was laced along the boom, and at once the English owners saw the advantage and followed suit. It was believed that she had some hidden motive power concealed in her hull, and only her running aground, carrying away several feet of her false keel and her subsequent visit to the dry dock exploded this unique theory in the minds of some people who could not understand her phenomenal speed. Her Majesty was interested, and the gallant American sailed his beauty to Osborn Bay and was visited by Queen Victoria, her husband and the Prince of Wales, the royal party leaving many souvenirs of their visit among the crew, which probably now are heirlooms on this side. Stevens never had such a time in his life. Everything in the Seven Seas was his for the asking, and when he sold his ship and came home a similar reception was accorded him here. By this time the Englishmen came to the conclusion that there was another yachting country besides Great Britain, and this fact has become more and more pertinent as time rolls along. The visit of the America turned English yachting inside out in more ways than one. Yachting had previously been under naval influence, and a yacht was treated as a frigate, but with the new order of things all this was abolished and everything was Americanized to the limit.

The new owner of the America cruised in her for the winter, and the following July sailed her in the Royal Victoria Yacht Club race for the Queen's Cup against eight Americanized English vessels and was beaten by two of the cutters, the times being: Arrow, 6 hours 58 minutes, 42 seconds; the Mosquito, 6 hours 58 minutes and 44 seconds; the America, 7 hours 0 minutes 45 seconds, a five-knot breeze blowing steadily all day. It must be remembered, however, that the America was sailed under her old cotton sails of the previous season, considerably "bagged" by the winter cruise. This beating annoyed her owner, and he had her refitted and at once challenged the world, with the United States barred, for \$500, to race any vessel not larger than the America.

This challenge was accepted by Nicholas Beekman with the Sverige, built in Stockholm in 1852 on lines taken from the America, a palpable copy, but slightly smaller. The race came off Oct. 9, 1852, and the America won easily. Her owner subsequently sold her and she came back to this country, and in 1870 was still found good enough to beat the English yacht Cambria. Then, alas for the lack of public spirit of those days, she was used for trading purposes.

Her visit to England was the cause of a general lengthening of the bow and several other innovations, which had the result, apparently, of enabling the cutter *Julia* to beat the next United States schooner, the *Silvie*, which tried conclusions in those waters.

Such is the brief history of the first dawn of American yachting history. A, comparatively speaking, valueless cup, but worth a king's ransom by reason of the fifty years of glamour surrounding it, the cup which was presented under the now famous deed of gift to the New York Yacht Club July 8, 1857, to be preserved as a perpetual challenge trophy between the United States and foreign countries, not alone England, as is so often understood—but it hardly seems probable than any other country would now feel it exactly etiquette to try for it, at all events not until England has again won it, which seems a rather remote contingency, judging from past history.

The first challenge came humming over seas from James Ashbury in 1870, owner of the schooner *Cambria*, and on Aug. 8, that year, he sailed her against the New York fleet over the New York course, and Franklin Osgood's *Magic* won by a matter of 39 minutes and 12 seconds, the *Cambria* finishing tenth, the race being sailed under the original conditions. Ashbury was so far encouraged, either by the showing he had made, though that seems questionable, or by what he had learned here of our boats, that the following year, 1871, he again challenged with the *Livonia*, a schooner, the conditions of the race being that the challenger was to be raced against a vessel to be selected by the New York Yacht Club the morning of each race, seven matches to determine the winner of the series. The first race was over the New York course, and Franklin Osgood defended the cup with the *Columbia*, winning the first race by 28 minutes 28 seconds, and the second race by 10 minutes 33 seconds. The third race was won by the *Livonia* by 15 minutes 10 seconds, the *Columbia* carrying away her steering gear. Then the *Sappho*, of W. P. Douglass, was named to defend the fourth race, and won by 30 minutes 21 seconds, and she also won the fifth race and the final in 25 minutes 27 seconds.

Then came a rest until 1876, when the Royal Canadian Yacht Club challenged with the schooner *Countess of Dufferin*, which was in all respects a very American boat rather than of an English type, and J. S. Dickerson's fleet *Madeleine* had no difficulty in winning the first race by 9 minutes 18 seconds and the next one by 27 minutes 13 seconds actual time. It was during this year that the great change occurred in English yachting circles, the English yacht clubs being brought together under certain staple rules and regulations, as is the case with the Jockey Club, etc.

In 1881 a challenge was received from Alex. Cuthbert of the Bay of Quinte Yacht Club of Canada, naming his sloop *Atlanta*, and the cup was defended by the *Mischief*, owned by J. R. Busk, over the N. Y. Yacht Club course for the race, which the *Mischief* won in 31 minutes 15 seconds. The second race was sixteen miles to leeward from buoy No. 5, off Sandy Hook, and return, and again the *Mischief* was successful, this time by 36 minutes 54 seconds.

In 1881-4 two fast English cutters, the *Madge* and the *Maggie*, ten and fifteen tons, respectively, built in Dan Hatcher's yard, came to the United States and were very successful, beating almost everything in their class, and this success of English built craft encouraged Sir Richard Sutton to challenge for the now famous cup. He brought over the cutter *Genesta*, one of the best and handsomest of all the challengers, as she proved later. Sept. 14 the *Genesta* met the *Puritan*, owned by J. Malcolm Forbes, and over the New York Yacht Club course the *Puritan* won by 6 minutes 47 seconds, and over the second course, twenty miles to leeward, off Sandy Hook Lightship and return, the *Puritan* won by 2 minutes 9 seconds. The *Puritan* was 80 feet water line, 23 feet beam and 8 feet depth, while the *Genesta* was 81 feet water line, 15 feet beam and 11 feet 6 inches in depth,



AMERICAN STEAM YACHT CLUB CHALLENGE CUP.

the Puritan having a centre-board. The wind was light and baffling, and England never made a nearer bid for the race. Although beaten for the cup Sir Richard did not feel particularly disheartened. He kept his boat here in commission and later won the Cape May Cup with her, beating the Dauntless, Grayling and Fortuna schooners, and later still knocked spots off the Dauntless, beating her 6 hours over a 360 mile course for the Brenton Reef Cup.

Next year came gallant Lieut. Henn with his accomplished wife, both good yachtsmen from the word "go" and sportsmen to the core in the highest sense of the word. His cutter Galatea is still remembered as one of the handsomest craft of the challenging series. Gen. C. J. Palne, wearing his never-to-be-forgotten red suspenders, was the defender with the peerless Mayflower, and on Sept. 9, 1883, over the New York Yacht Club course, the Mayflower won by 12 minutes 48 seconds, and over the twenty miles to leeward and return from the lightship she won by 29 minutes 48 seconds.

In 1887 James Bell, of Glasgow, challenged with the Thistle, 89.30 feet, the Volunteer of Gen. C. J. Palne being the defending boat, and the result was much the same as the earlier races, the Volunteer winning the New York Yacht Club course race by 19 minutes 23 seconds and the twenty mile course to windward and return by 11 minutes 55 seconds. The winds were light and fluky. The Volunteer was a 89.35 foot boat, there being but a shade difference between the two.

Then until 1893 no more challenges were received, and it was almost thought that John Bull had relinquished the idea of ever building a boat fast enough to carry away the coveted trophy. Then Lord Dunraven challenged and brought over his Valkyrie II., a boat which was believed to be much better than his Valkyrie I., which had sailed with much success in European waters. She was met by the Vigilant, owned by a syndicate represented by C. Oliver Iselin, and the American boat won the first race by 7 minutes 36 seconds, this being twenty miles to windward and return, the second race, fifteen miles to windward and return, being won by the Vigilant by only 2 minutes 13 seconds, or 40 seconds actual time. It will be remembered that when, seemingly, about to win the race, the Valkyrie split her spinnaker. Lord Dunraven announced his intention of again challenging, and then commenced a voluminous correspondence, a haggling for changes and new conditions, until finally in 1895 he brought over Valkyrie III., and the unfortunate surroundings of that contest are still fresh in the minds of most American yachtsmen. They will not be reviewed here. Suffice to say that the defending boat was the Defender, owned by W. K. Vanderbilt and the syndicate represented by him. In the fifteen miles to windward and return race the Defender won by 8 minutes 20 seconds, actual time. In the second race, over the equilateral triangle, starting from Sandy Hook Lightship, the Defender was beaten, but was awarded the race on a foul sustained while jockeying for positions at the start just upon passing the line. The third race, over the windward and leeward course, was signaled by both

boats going to the start, the Defender sailing over the course, while the Valkyrie crossed the line a few yards to make a start, and then, spinning round on her heel, headed for the harbor, declining to race.

Next came the gallant sportsman, Sir Thomas Lipton, with his Shamrock, making friends with both hands, believing he had a boat good enough to beat creation, and when he found the Columbia just a little too fast for him he made more friends, and then went home determined to try again, it seems next year. England has sent many good fellows with their boats across the pond, but it is safe to say that none won more hearty recognition than did the owner of the Shamrock, and as far as it is patriotic so to do most of us wish him better luck next time—just enough luck to keep the cup still on this side.

It will thus be seen that the races started with schooners, graded to keeled sloops, cutters and centre-board boats, and finally to the speedy fin-keel type, such as the Defender and Columbia, and who does not remember the qualms and misgiving when Herreshoff announced his intention to forsake the Vigilant type and make a bold departure along another line, which proved still more successful. It also shows how history is made quickly when one turns to Capt. Kenealy's dictum over his signature in 1894, which was as follows:

"It was pointed out how preferable it was for the Valkyrie to be met by a boat of what has in the past been regarded as the national type of racing craft—of course I allude to the centre-board—than by a ballast fin boat, which old sailormen have scarcely had time to classify, much less to understand. It would be better, too, in the interest of true sport, that the Valkyrie should be beaten by a craft of the Yankee variety than by a bulb keel, whose victory would not be acknowledged as of the slightest significance by British yachtsmen. \* \* \* Better for the Valkyrie to take the cup in triumph over the ocean, for us to proudly bring back next season, than for it to be kept on the American side by a boat of the kind mentioned. In the natural course of events ballast fins must doubtless take their place in yacht racing, but they have not yet been developed sufficiently to supersede the centre-board or the keel." This in January, 1894!

It is also well to recall that only the spirit and gentlemanly action of Lieut. Henn made it possible for the Navahoe, and later the Vigilant, to take part in the English racing, the old rules barring out centre-board craft. Lieut. Henn made a strong appeal to the Yacht Racing Association for the repeal of this manifestly unfair rule—so he termed it—and it was repealed solely as a result of his efforts. Since then the centre-board has flourished in British waters, this being helped by the success of the 1892 Watson model, the Queen Mab, which later came to this country and is still here.

It is also interesting to note that it has been printed since the Columbia-Shamrock races that Designer Herreshoff had stated that, in his opinion, the pinnacle of excellence with the fin keel boat had been reached, and that for further de-

velopment a return must be made to the centre-board. Under date of July 2 Mr. Herreshoff sets this matter at rest by writing to THE SPIRIT OF THE TIMES as follows:

"Permit me to say I have never expressed the opinion that 'the highest excellence of the fin keel boats had been reached in Columbia,' or anything to that effect, or that 'we would have to return to the centre-board type.' Neither statement is correct as coming from me. Yours very truly,

"NATHANIEL G. HERRESHOFF.

"Bristol, R. I., July 2, 1900."

The success of Herreshoff has been undoubtedly due to the fearless manner in which he has thrown aside conventionalities and looked steadily upward and ahead, unfettered in thought or deed, simply guided by his wonderful genius.

The America Cup was made by R. & S. Garrard, of London, and when it was first brought to this country was

placed in care of Tiffany & Co., in whose hands it has since remained in their safe deposit vault. It stands twenty-seven inches high and is thirty-six inches in circumference. It is of solid silver and weighs 134 ounces, or over eleven pounds. On the various "bosses" surrounding the swell is engraved the early records of the races, and when these were filled the lower shield-shaped spaces were utilized, and with the result of the Columbia-Shamrock race all these are now filled also. The records, verbatim, are as follows:

Schooner America, 170 tons.

Commodore John C. Stevens.

Built by Geo. Steers, of New York.

1851.

100 Guinea Cup.

Won

August 22, 1851, at Cowes,



ATLANTIC YACHT CLUB PRIZE.

Presented by Vice-Commodore David Banks. Won by the "Gloriana." 1891.

Made by Tiffany & Co., New York.





Copyright: FRANK LESLIE'S ILLUSTRATED NEWSPAPER

\$1,000 GOELET CUP.

Made by Tiffany & Co., New York.

at the  
Royal Yacht Squadron Regatta.  
"Open to all Nations."

Beating  
Cutters.

Volante, 48 tons.	Arrow, 84 tons.
Alarm, 193 tons.	Mona, 82 tons.
Bacchante, 80 tons.	Freak, 60 tons.
Eclipse, 50 tons.	

Schooners.

Brilliant, 892 tons.	Gypsy Queen, 160 tons.
Constance, 160 tons.	Ione, 75 tons.
Wyvern, 205 tons.	Beatrice, 161 tons.

Presented to the  
NEW YORK YACHT CLUB  
as a

Challenge Cup.

Open to all Foreign Clubs.

By the Owners,

JOHN C. STEVENS,  
HAMILTON WILKES,  
GEORGE L. SCHUYLER,  
J. BEEKMAN FINDLAY,  
EDWIN A. STEVENS.

Challenged to Be Sailed for Over  
New York Yacht Club Course.

August 8, 1870,

by

Mr. James Ashbury with Schooner Yacht Cambria,  
Representing Royal Thames Yacht Club.

Cambria Beaten in the Following Order by Schooner Yachts  
Magic, Idler,  
Silvie, America,  
Dauntless, Madge,  
Phantom, Alice,  
Halcyon.

October 16, 1871.

Schooner Livonia, Jas. Ashbury, Esq., Owner,  
vs.

Schooner Columbia, Frank M. Osgood, Esq., Owner.  
Columbia Winner by 27 min. 4 sec.  
N. Y. Y. C. Course.

October 18, 1871,

Schooner Livonia vs. Schooner Columbia.  
Livonia Winner by 15 min. 10 sec.  
N. Y. Yacht Club Course.

October 21, 1871,

Schooner Livonia vs. Schooner Sappho,  
W. P. Douglass, Esq., Part Owner.  
Sappho Winner by 30 min. 21 sec.

Outside Course.  
 October 23, 1871,  
 Schooner Livonia vs. Schooner Sappho.  
 Sappho Winner by 25 min. 27 sec.  
 N. Y. Y. Club Course.

August 11, 1876,  
 Schooner Countess of Dufferin, Charles Gifford, Esq., Owner.  
 vs.

Schooner Madeleine, John S. Dicklson, Esq., Owner.  
 Madeleine Winner by 10 min. 59 sec.

N. Y. Y. C. Course.

August 12, 1876,  
 Schooner Countess of Dufferin  
 vs.

Schooner Madeleine.  
 Madeleine Winner by 27 min. 14 sec.  
 Outside Course.

November 9, 1881,  
 N. Y. Y. Club Course,  
 Sloop Mischief Beat Sloop Atlanta,  
 Bay of Quinte Yacht Club (Canada).  
 28 min. 34½ sec.

November 10, 1881,  
 Sixteen Miles to Leeward from Buoy 5, Sandy Hook and  
 Return.  
 Sloop Mischief Beat Sloop Atlanta.  
 38 min. 45 sec.

September 14, 1885,  
 N. Y. Y. Club Course,  
 Sloop Puritan Beat Cutter Genesta.  
 Royal Yacht Squadron of England.  
 16 min. 19 sec.

September 16, 1885,  
 Twenty Miles to Leeward of Sandy Hook Lightship and  
 Return.  
 Sloop Puritan Beat Cutter Genesta,  
 1 min. 38 sec.

September 9, 1886,  
 N. Y. Y. Club Course.  
 Sloop Mayflower Beat Cutter Galatea.  
 Royal Northern Yacht Squadron of Scotland,  
 12 min. 2 sec.  
 Twenty Miles to Leeward of Sandy Hook Lightship and  
 Return,  
 Sloop Mayflower Beat Cutter Galatea.  
 28 m. 59 sec.

September 27, 1887,  
 N. Y. Y. Club Course,



THE NARADA CUP.

Offered by Mr. Henry Walters of Baltimore. Won by the  
 Sloop, Vigilant, 1897. Mr. Walter's steam yacht  
 Narada etched on the front.

Made by Tiffany & Co., New York.





**THE GOELET CUP, 1891.**  
 Won by the "Gloriana."

Made by Tiffany & Co., New York.

**Sloop Volunteer Beat Cutter Thistle of Royal Clyde**  
**Yacht Club of Scotland.**

19 min. 23¾ sec.

**Twenty Miles to Windward and Return from Scotland**  
**Lightship,**

**Sloop Volunteer Beat Cutter Thistle.**

11 min. 48¾ sec.

October 7, 1893.

Sloop Vigilant, N. Y. Y. C.

**Cutter Valkyrie, R. Y. S.**

**Fifteen Miles to Leeward and Return.**

Vigilant Won by 5 min. 48 sec.

October 9, 1893.

**A Triangle, Ten Miles to a Leg.**

Vigilant Won by 10 m'n. 35 sec.

October 13, 1893.

**Fifteen Miles to Windward and Return.**

Vigilant Won by 40 sec.



GOULD CUP.  
Atlantic Yacht Club, 1896.



#### THE WELD CUP.

Presented by Mrs. Wm. F. Weld, widow of the late Commodore Weld, of the Eastern Yacht Club of Boston.  
Raced for off Marblehead, Mass., Aug. 28th, 1893.

Made by Tiffany & Co., New York.

1895.

Defender, N. Y. Y. C.

Valkyrie III., R. Y. S.

September 7.

Course Fifteen Miles to Windward.

Defender 8 min. 49 sec.

September 10,

Course, Triangle Thirty Miles.

Defender, won, 8 min. 49 sec.

September 12.

Course, Fifteen Miles to Windward.

Defender Won; Valkyrie Withdrew.

Time of Race, 4 hrs., 43 min. 43 sec.

1899.

Columbia, N. Y. Y. C.

Shamrock, R. U. Y. C.

October 16,

Course Fifteen Miles to Windward and Return.

Columbia Won, 10 min. 8 sec.

October 17,

Course Triangular, Ten Miles to a Leg.

Shamrock Carried Away Topmast, Withdrew.

Columbia Sailed Over the Course.

3 hrs. 37 min.

October 20,

Course Fifteen Miles to Leeward and Return.

Columbia Won, 6 min. 34 sec.



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**GOELET CUP, 1888.**

Made by Tiffany & Co., New York.



**NEPTUNE AND AMPHITRITE YACHT CLUB.**  
Made by Tiffany & Co., New York.





COMMODORE'S CUP FOR SCHOONERS. 1898.

Presented by the late Ex-Commodore Caldwell H. Colt to the Larchmont Yacht Club.

What will the next inscription be?

We know what we all hope!

The Brenton Reef Cup and the Cape May Cup were presented by James Gordon Bennett, then Commodore of the New York Yacht Club, as perpetual challenge cups. The Brenton Reef Cup was for a three-hundred-mile race off Newport to Sandy Hook and return. It was won July 25, 1872, by schooner *Madeleine*; Sept. 19, 1873, by schooner *Rambler*; July 26, 1876, by *Idler*; Sept. 21, 1885, by English cutter *Genesta*, R. Y. Squadron, from the schooner *Dauntless*; Aug. 14-15, 1886, won by cutter *Irex* in a race from Cowes round Cherbourg Breakwater, 144 miles. The Cape May Cup was won by the English *Genesta* from *Dauntless*, Sept. 26, 1885, *Genesta* losing to *Irex*, who in turn lost to the yawl *Wendur*, Sept. 12, 1889. The English held both these cups until June, 1893, when Royal Phelps Carroll went over with the peerless *Navahoe* and won back both of them.

Another beautiful yachting trophy is the *Ailsa* Cup, ordered from Tiffany & Co., by James Gordon Bennett at a

cost of \$2,500. It is a fifty-quart punch bowl, standing 17 inches high, 24 inches in diameter, made of 750 ounces of silver. The spirit of the decorations is thoroughly American, and it has been awarded universal approval. This cup was won by the cutter *Ailsa* from the *Britannia*, owned by the Prince of Wales, on May 29, 1895, the course being fifty-three miles race off Nice, Italy.

The most curious item is the American Steam Yacht Challenge Cup, costing \$15,000, which has never been raced for. It was made in 1888 as a perpetual challenge cup for the American Yacht Club, but no challenge has yet been received. It stands 3 feet 9 inches in height and weighs 85 pounds. It is a beauty! This is the more curious when the magnificent fleet of steam yachts enumerated hereafter in these columns are taken into consideration. It is to be hoped that a challenge may before long be forthcoming. The trophy is, indeed, worthy of it, and, once started, some spirited contests would undoubtedly ensue.



FIRST CLASS, SCHOONERS.

THIRD CLASS, SCHOONERS.

SECOND CLASS, SCHOONERS.

FOURTH CLASS, SLOOPS.

THIRD CLASS, SLOOPS.

THE ANNUAL REGATTA OF THE NEW YORK YACHT CLUB—THE PRIZE CUPS, 1889.

Made by Tiffany & Co., New York.



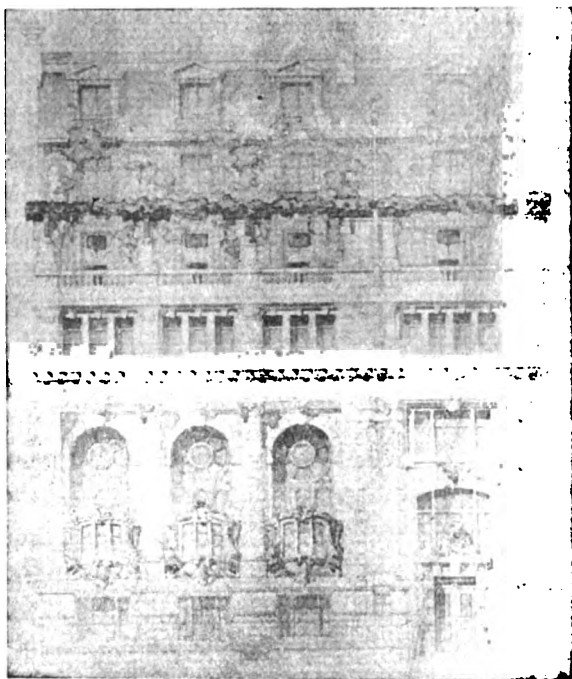


COLUMBIA.



**SHAMROCK.**





THE NEW YORK YACHT CLUB.

## THE NEW YORK YACHT CLUB.

In all the attributes of priority, influence and success the New York Yacht Club is surrounded with the very essence of patriarchal distinction. It boasts of having been the very first yacht club to be formed in America, to have passed the first half century of its life several years ago, and to be such a popular organization and in such a flourishing condition that each year sees a large acquisition of New York's best citizens to its ranks.

The inception of the club arose in the minds of John C. Stevens and a small coterie of his friends. Mr. Stevens will be remembered by old New Yorkers as one of its leading citizens. His interests were varied, and his estates in Hoboken large. Now, as then, the family mansion on the point just above the Jersey side of the Hoboken ferry, is one of the "show" spots of the majestic Hudson, world famed for its beauties and attractions.

The initial meeting of the club was held on board Mr. Stevens' little twenty-five-foot-ton schooner *Glimcrack*, which lay off the Battery, and to which invitations had been issued to a few gentlemen to assemble on board on the afternoon of July 30, 1844, the avowed object of the meeting being to form a yacht club.

The gentlemen present, with the yachts they owned and represented, were as follows: John C. Stevens, *Glimcrack*; Hamilton Wilkes, *Spray*; John C. Jay, *La Coquette*; Wm. Edgar, *Cygnus*; Geo. L. Schuyler, *Dream*; Jas. M. Waterbury, *Minna*; Louis A. Depau, *Mist*; Geo. B. Rollins, *Petrel*, and James Rogers, *Ida*. There were two points concerning which the gentlemen present were of one mind, and it was quickly and unanimously decided that the organization should be called the "New York Yacht Club," and that John C. Stevens should be elected first commodore.

A committee of five was then appointed to report rules and regulations for the government of the club, which was composed of the Commodore, Hamilton Wilkes, John C. Jay, Geo. L. Schuyler and James Rogers.

As time progressed the club perfected arrangements for its first annual cruise, which sailed at 9 o'clock on the morning

of August 2, 1844, with Newport, R. I., as the destination. All of the members mentioned save the yacht *Ida* took part in the cruise. The fleet rendezvoused at Whitestone and then stopped at Huntington, L. I., then New Haven, Gardiner's Bay, Oyster Pond Point, and reached Newport on the afternoon of Monday, August 5. The fleet remained in the waters of Rhode Island for one week, during which the gayeties and festivities were universally enjoyed, and sailed for the return trip on August 11.

The first regular election for officers of the club was held at Windurst's Tavern, in New York, on March 17, 1845, and resulted as follows: Commodore, John C. Stevens; Vice-Commodore, Hamilton Wilkes; Corresponding Secretary, Geo. B. Rollins; Recording Secretary, J. C. Jay; Treasurer, W. Edgar. At the same meeting the secretary was requested to prepare a flag. On April 9, 1845, the new movement held its first yacht club dinner at the Astor House, and on June 3, 1845, a meeting was held at Delmonico's, when the club flag was adopted.

From its inception the new yacht club was a wonderfully popular movement, the best people flocking in for admission. At the end of 1845, a little over one year from the date of organization, the number of yachts enrolled was 17 and members 171. In 1875 there were nearly 400 members, the vessels represented including 38 schooners, 27 sloops and 13 steamers. In 1898 there were 89 schooners, 95 sloops, cutters and yawls, 126 steamers and 7 naphtha launches, and the membership list was 1,018.

Since 1893 the trend of the times is significantly shown in the fact that of the 350 vessels represented by members of the club at least 200 are steamers. In the matter of membership the club in the past year shows an increase which is remarkable, about 200 new members having been admitted, which makes a total of nearly 1,400 members up to the present time.

The club held its first annual regatta July 17, 1846.

Through the courtesy of Commodore Stevens the club established its first home in the Elysian Fields at Hoboken, and on February 18, 1845, a first appropriation of \$500 was made to furnish the cottage and clubhouse. On the succeeding June 24 an additional appropriation of \$250 was made. The officers of the club realized on these days that economy was advisable and acted accordingly. But old members have a vivid recollection of the charming location, the delightful lounging parties and cosy dinners enjoyed in the club's first home.

John C. Stevens was an old sea dog. For eleven years he held his position as commodore, and then in a touching and witty letter resigned, after reminding the club that he had been an owner for half a century, beginning in 1802, during which time he had served as builder, captain, cook and all hands of the celebrated yacht *Diver*, 9 feet long, 3 feet wide and 3 feet deep.

The full list of commodores of the club to date is as follows:

1. John C. Stevens, 1844-1854.
2. William Edgar, 1855-1858.
3. Edwin A. Stevens, 1859-1865.
4. William H. McVickar, 1866.
5. Henry G. Stebbins, 1867-1870.
6. James Gordon Bennett, P., 1871-1874.
7. George L. Kingsland, 1875-1878.
8. S. Nicholas Kane, 1877-1879.
9. William H. Thomas, 1880.
10. John R. Waller, 1881.
11. James D. Smith, 1882-1883.
12. James Gordon Bennett, 1884-1885.
13. Elbridge T. Gerry, 1886-1892.
14. Edwin D. Morgan, 1893-1894.
15. Edward M. Brown, 1895-1896.
16. J. Pierpont Morgan, 1897-1900.

The signal flag which the club flies to-day is a triangular blue pennant, with red cross and white star in centre. It was first adopted at a meeting held on February 17, 1847, and was first seen abroad when carried by the yacht *America* to England in 1851, and under it the famous American clipper and her brave and hardy crew surprised the world. Up to this time English yachtsmen knew little of the New York Yacht Club as an institution, but were given such an introduction that has reverberated through all naval circles again and again as often as the American's Cup is contested for, and on many more occasions besides.

On July 8, 1857, Messrs. Stevens, Wilkes, Finley and Schuyler, owners of the yacht *America*, tendered to the New York Yacht Club the custody of the emblem their yacht had wrested from the world's yacht squadron. The custody of the emblem was to carry with its possession forever the acceptance of any challenge from any nation, but the trust was patriotically, enthusiastically and unanimously accepted by the club. How well it has fulfilled the trust has been shown time and time again in the magnificent defense against desperate efforts to wrest it from American custody, which culminated last season in the splendid victory of the *Columbia* over the *Shamrock*, a contest that aroused the world-wide enthusiasm.

On February 16, 1865, an act incorporating the club was passed and a corporate seal adopted with the motto thereon, "Nos agimur tumidis vellis." In the spring of 1868 the club purchased from Mrs. N. H. Wolfe some property on Staten Island near the lower landing for a sum of \$24,000. The Elysian Fields location was then given up. Subsequently the clubhouse and anchorage at Staten Island was also relinquished, and in November, 1872, the club, needing a city home, opened its commodious rooms over the offices of the American Jockey Club, at Madison avenue and Twenty-seventh street. In May, 1884, the club removed to its present mansion, No. 67 Madison avenue.

These quarters are admirably located and superbly fitted up. According to the by-laws of the club a correct model of every yacht entered for a regatta or other club race must be deposited with the club and retained in its possession. As a consequence the model room, which occupies the entire rear of the spacious second floor, is a veritable museum, in which are collected the finest aggregation of yacht models in the world. Its value to builders of yachts can scarcely be overestimated, while as an illustration of what the yacht builders have done its uses are instructive as well as educational. The club in addition has a very valuable library.

Niels Olsen is the efficient superintendent. This gentleman has been in the club's service in various positions since 1853, is a practical yachtsman and sailing master, possesses a complete knowledge of all the records and treasures of the club and is an indefatigable servant to its interests and that of yachts and yachting at large.

The abandonment of the clubhouse and float on Staten Island was followed by the location of various stations for use in the regattas and various outings of club members. These are located as follows:

1. Tompkinsville, S. I.; Wm. H. Thomas.
2. New York; Frederick H. Benedict (foot of Twenty-sixth street, E. R.).
3. Whitestone, N. Y.; F. Aug. Schermerhorn.
4. New London, Conn.; L. Vaughan Clark.
5. Shelter Island, N. Y.; Tarrant Putnam.
6. Newport, R. I.; Frederick P. Sands.
7. Vineyard Haven, Mass.; Harrison B. Moore.
8. Atlantic Highlands (lower bay, N. Y.); John P. Duncan.
9. Ardsley-on-Hudson; Amazi L. Barber.
10. Glen Cove; Edward R. Ladew.

The present officers of the club are: Commodore, Lewis Cass Ledyard; Vice-Commodore, August Belmont; Rear-Commodore, C. L. F. Robinson; Secretary, J. V. S. Oddie; Treas-

urer, F. W. J. Hurst; Measurer, John Hyslop; Fleet Surgeon, Morris J. Asch, M. D.

## THE LARCHMONT YACHT CLUB.

Without doubt one of the most popular, progressive and prominent yacht clubs in the vicinity of New York, or in any part of the country for that matter, is the Larchmont Yacht Club, which occupies quite a commanding position on Long Island Sound. Owing to the brilliant series of regattas given by the club and its liberal policy and hospitality the membership has increased from the day the club was organized, until now it is a very large and influential gathering. The close proximity of the club to New York lends another attractive feature and enables the yachtsmen to go back and forth from the city after enjoying a delightful sail on his yacht, the distance being but eighteen miles, while the regular fare is but 40 cents each way, and by commuting may be reduced to very much less.

The Larchmont Yacht Club was organized June 20, 1880. On that date there were several yachts visiting in the "horse-shoe" off Larchmont Manor, including the catboat *Vivid*, owned by Frank L. Anthony; the jib and mainsail thirty-foot racer *Cynthia*, owned by Wm. C. France, Jr.; the *Nymph*, owned by Fred W. Flint, and the *Corsair*, owned by Wm. S. Alley.

These owners with their friends met on shore during the afternoon and organized the club. Mr. Fred W. Flint was appointed a Committee of one to secure a lease of the boat-house built by the Larchmont Manor Company, which he did that self same afternoon. Messrs. W. S. Alley and Eugene L. Bushe were appointed to draft a constitution and by-laws, and so enthusiastically did they set to work that the documents were ready the following day.

Within twenty-four hours the new club received fifty applications for membership, and on the following Saturday night, June 26, the first regular meeting was held in the boat-house, which was formally set apart as a clubhouse. Officers were unanimously elected as follows: F. C. Fleming, Commodore; W. C. France, Jr., Vice-Commodore; F. W. Flint, Secretary and Treasurer; W. S. Alley, Measurer. It was also decided at this meeting to hold the first annual regatta on the ensuing 5th day of July, for which a pennant was offered as a prize by Mr. Alley.

In 1881 the initiation fee of the club was raised from \$5 to



LARCHMONT YACHT CLUB HOUSE.  
Larchmont, New York.

\$10, the annual dues remaining at \$5, with \$5 additional for boat owners. So steadily did the membership increase that in less than two years the clubhouse proved too small and a house and grounds were leased from the Fleming estate, bordering on the harbor. The house had eight dormitories, a dining hall and other conveniences.

But in another two years the prosperous young club had again outgrown its quarters, and on May 1, 1884, moved into a private residence leased from Mr. C. D. Shepard at an annual rental of \$5,000. The property comprised about four acres of land, on which there were two dwellings and a stable, and the latter was fitted up as a billiard room, with servants' sleeping quarters above it.

In November, 1887, the club again found it necessary to increase its quarters and purchased from Mr. Benjamin F. Carver the magnificent property it now possesses and uses, giving therefor the sum of \$100,000. The title was passed on April 30, 1887, and in the fall of that year the club took possession. The property comprised nearly eleven acres of ground, on which Mr. Carver had erected a very attractive and commodious house, having an extended view of the Sound.

The interior of the clubhouse is artistically decorated, with every conceivable convenience for the comfort of yachtsmen provided. The house is situated on a prominent site, commanding a most beautiful view. A board of trustees, composed of Messrs. Augustin Monroe, Francis M. Scott, William Murray, Eugene L. Bushe and William S. Alley, with Commodore G. C. Lowery as ex-officio member of the board, was elected, under whose personal supervision the improvements and alterations in the clubhouse were made. Up to the present time some \$200,000 has been expended upon the clubhouse and its improvements. There is eight feet of water directly in its front, where is situated a float, and within a few hundred yards from this float there is ample anchorage for all but the very largest yachts, which anchor a little farther out.

The opening day of the Larchmont's yachting season is the

first Saturday in May. The spring regatta is held on the first Saturday in June, the annual regatta on the Fourth of July and the fall regatta on the first Saturday in September. On the Saturday next preceding October 15 the season is brought to a close with the club's great annual clambake.

## THE ATLANTIC YACHT CLUB.

The Atlantic Yacht Club was incorporated January 1, 1866, and was the outcome of dissatisfaction among some of the members of the Brooklyn Yacht Club who were not satisfied with the general standard of the parent organization. The Brooklyn's regatta of that summer had been anything but satisfactory, and the dissatisfied ones began to discuss among themselves a plan for a similar organization which should be more of a yacht club, more select in its membership and have a higher standard of seamanship, a club which should be controlled by yachtsmen and whose regattas should be sailed by amateurs in a true spirit of sport.

In November, 1865, about ten members of the old club met at the residence of Henry A. Gouge, on Washington street, Brooklyn, to discuss the desirability of founding a new club, the general management of which should be in the hands of yacht owners, with all professional sailors excluded, and the membership to be restricted to those who could fraternize in social life on terms of equality, and where those of the highest standard of character would not feel out of place with their surroundings. A preliminary paper to this effect was prepared and signed, and Henry A. Gouge, Charles P. Low and Wm. Peet were appointed a committee to obtain a charter by act of Legislature. Later on, at the residence of William M. Brasher, the name of Atlantic was selected and the club signal "A" was adopted.



THE ATLANTIC YACHT CLUB  
Sea Gate, Coney Island, N. Y.

The charter having been obtained, a meeting was held, at which a constitution, by-laws and sailing regulations were adopted, and officers were elected for the ensuing year as follows: Commodore, T. C. Lyman; Secretary, Christopher T. Lippitt; Treasurer, J. Rogers Maxwell; Measurer, Edward Harvey, and Chaplains, Revs. James Beis, D. D., and A. J. Willetts, D. D.

The first regatta was held June 11, 1866, in which six yachts of the first class and eight of the second started. It was sailed without time allowance, and prizes were awarded to the yacht Hector of the second class and the Payche of the first class. During the same year the yachts Hector and Nameless carried the Atlantic flag, on a first cruise of the club, through Long Island Sound as far as Newport and Bristol, R. I., and since that time the fleet has made an annual summer cruise, usually going as far as Shelter Island.

In 1867 the club inaugurated championship regattas, to be sailed upon challenge, but for no prize except a championship Indorsed by a champion pennant. The race was first sailed September 21, 1867, the course being from off the Elysian Fields, Hoboken, to a stakeboat off Yonkers and back. Addie V. won the championship in the first class and Fannie in the second. A second championship was sailed the following month, with the course in the lower bay, but the results were the same, Addie V. and Fannie retaining their respective championships.

During the year 1869 Henry A. Mott, of New London, Conn., offered prizes to the club, to be sailed for during a regatta arranged to be held in New London Harbor while the club was on its annual cruise. The regatta was a great success, nearly all the yachts on the cruise being entered, and the prizes were awarded to the schooner Lois and sloops Grace and Anna in their respective classes. These prizes, which were handsome silver goblets, were presented by Mr. Mott at his place on the Thames River, where he entertained the club in royal fashion.

During the annual cruise in August, 1871, a regatta was sailed from Greenport, L. I., open to all cabin yachts not enrolled in any yacht club east of Throgs Neck. Meanwhile so many reports of the wonderful speed made by yachts belonging in the different harbors on Long Island Sound had been circulated that to test the comparative speed of these individual yachts with those belonging to members, the sum of \$1,000 was appropriated by the club, with which eight prizes were purchased. These silver cups were taken to Greenport for exhibition and notices of the regatta sent broadcast. Entries were free to all, and members of the Atlantic Yacht Club were forbidden to set any but the ordinary working sails. The race was sailed under the rules and sailing regulations of the club, and two prizes were offered in each class, one to the first yacht and the other to the one beating by time allowance. The judges were Henry A. Reeves and S. Wells Phillips, of Greenport, and Edwin Arnold, of the Atlantics.

The regatta attracted twenty-six entries, of which fourteen were outsiders and twelve club members. These were divided into schooners and three classes of sloops. The winners, all members of the club, were the schooner Lois and sloops Peerless, Orion and Anna. In their several classes, they winning with as well as without the time allowance.

The annual meeting of the club took place on Tuesday, February 12, at the Waldorf-Astoria, and on the same date, early in the evening, club members gave the retiring commodore a dinner. The following officers were elected:

Commodore—David Banks.  
Vice-Commodore—Robert P. Doremus.  
Rear-Commodore—Stephen Loines.  
Secretary—David E. Austen.  
Treasurer—Edwin B. Havens.  
Mearurer—George HTL.  
Board of Trustees—J. Rogers Maxwell, chairman; Philip G. Sanford, J. Fred Ackerman, Harrison B. Moore, J. Adolph Mollenhauer and Edmund Dwight, Jr.  
Regatta Committee—Charles T. Pierce, chairman; George W. McNulty and A. F. Aldrige.  
Membership Committee—Spencer Swain, chairman; Frank Sperry and Henry W. Baird.  
Library Committee—J. M. Foote, chairman; Arthur G. Allen and J. Wallace Morrell.  
Entertainment Committee—Edwin Hollis Low, chairman; J. M. Tappen and Calvin Tompkins.  
Nominating Committee—Frank C. Swan, chairman; J. Lawrence Marcellus, Edmund Fish, J. D. Barrett, Frederick G. Corning and J. H. Hallock.

A new era was established in the history of the club when, in 1895, Mr. George J. Gould was elected commodore. Mr. Gould was suggested by Col. Austen, who was then a member of the Nominating Committee, and was authorized by his associates to tender the nomination. Mr. Gould for some time declined, but afterward, at a complimentary dinner given in his honor by Col. Austen at the Democratic Club, was prevailed on to accept. The cruise of 1895 was the most memorable in the history of the club. Commodore Gould,

with the Atalanta, headed the fleet and infused his active spirit into all the participants.

At the annual meeting in February, 1896, Commodore Gould notified the club of an intimation given him by Col. Austen that he would offer a resolution referring "Sea Gate matter to the trustees, and that they be directed to make recommendations for the future location of the club." The commodore said: "A resolution will be offered at this meeting directing the trustees to confer with the Sea Gate Club at Norton's Point with a view to possible location there and advising what advantages may be derived and the prospective expense."

Subsequently at a meeting of the trustees Col. Austen, Major Ackerman and Gen. Ketchum were appointed the committee, on whose report the transfer to Sea Gate was made.

Commodore Gould continued to serve as commodore during 1896, 1896 and 1897, the club during this time making the marked progress of its history, and he turned over his charge with 700 members to Commodore Frederick T. Adams in 1898.

Commodore Adams served during 1898 and 1899 with great credit to himself, and retired from his office with the good wishes of all the members.

In February, 1900, David Banks, an ex-commodore, was chosen.

## THE SEAWANHAKA CORINTHIAN CLUB

The Seawanhaka Yacht Club, the name of which was afterward changed to the Seawanhaka-Corinthian Yacht Club, was established nearly thirty years since, namely, in 1871. Its organizers were men prominent in the social life of New York City and of Oyster Bay, and the early races of the club were in the waters adjacent to that place. The list of founders is comprised of the following names, and these appear on the club register in the order observed: Bayard Fish, Louke, Frank A. Zerega, Gerard Beekman, Hillborne L. Roosevelt, Cornelius Roosevelt, Giraud Foster, Robert Townsend, Frederic de Peyster Foster, Jas. Wm. Beekman, Jr., Wm. L. Swan, Alfred Roosevelt, Arthur D. Weeks, Chas. E. Willis, Thos. S. Young, Jr., and Wm. Foulke. Very early in its history the club was joined by men equally well known and whose names were then and have since continued to be clearly and prominently identified with yachting and with yachting interests. Some of these, like the name or the late Robert Center of cherished memory, long connected with the active affairs of the club, have passed into history. But of the names early upon the club's register, and well and widely known in connection with yachting, are J. R. Maxwell, Ruthenford Stuyvesant, Wm. Iselin, C. Oliver Iselin, E. D. Morgan, A. Cary Smith, George L. Rives, J. F. Tams, Wm. A. W. Stewart, Cornelius Smith Lee and many others, while among the newer members of the club are many names already distinguished in yachting and others rising into recognition.

The club has from the time of its formation favored the development of technical knowledge, and has given encouragement to practical seamanship among its members. To these ends various means have been used. Lectures in the winter seasons have been given in the club rooms or elsewhere by naval officers and by others; sometimes by the club's own members upon technical subjects. Classes have been formed for the study of navigation, and some members have navigated their own yachts in long ocean voyages by knowledge acquired in this way.

From the foundation of the club it has systematically been its practice in club races to give prizes for winning vessels steered by their owners or by other amateur helmsmen, and where the crews were either entirely or in part amateurs (Corinthians).

It was consistent with its ordinary course of promoting and encouraging practical seamanship that this club should have been the first organization to urge upon the government the institution of a naval militia that many of its members should actively and zealously enlist in the work and continue in it as officers or privates.

At the period when the club had its birth it was the custom in yacht clubs generally to confine competition for racing prizes to the membership of each particular club. This club, however, immediately after its formation initiated the practice in these waters, which has since become very general, of inviting participation in its races of yachts from any reputable organization.

Within a few years from the time it was established the club held its principal races down the bay, starting from off Staten Island. In 1891, however, land was purchased on Centre Island, opposite the town of Oyster Bay, the situation having a convenient and excellent anchorage and many attractive features. A house was built, the grounds laid out, a dock and gangway constructed and much other work done, and when the season opened May 28, 1892, the club hoisted its

flag and took possession of its new quarters for the first time. The house has considerable ground about it and is complete in all the appointments of a yacht club and of a summer home for such of its members as choose to use it. It has a spacious hall and reading room, well supplied with newspapers, periodicals and books; a dining room, and adjacent to it a covered veranda, where meals are served to such persons as prefer it. There is also a billiard and pool room on the same floor. The upper part of the house contains bedrooms, bathrooms, dormitories, &c. There is near to the house an excellent beach and facilities for salt water bathing. A very pleasing view is had from the house and grounds of the harbor and landward, and from the observatory on the roof a very extended view is afforded over and across the Sound and in all other directions. Sail boats and a naphtha launch are available for the use of members, and there are facilities for hauling out small yachts and effecting ligat repairs. A club steamer runs regularly between the Oyster Bay Railroad and the clubhouse landing, and telephone service with Oyster Bay and more distant places gives ready communication and facility for procuring supplies. The club has always had in its membership a number of men, professionals and others, who were close students of yachting matters and of whom in various departments of knowledge it could be said they had given it the attention due to enthusiasm. In this way it has occurred that many yachts distinguished for beauty, speed and excellence have been designed by amateurs, officers or otherwise, members of this club, and when in 1895 the club offered for international competition a cup for racers of the smallest class the cup was successfully defended by a little vessel (the best of many which were tried) designed by one of its own members.

Interclub matches with "knockabouts" formed a feature of last season's racing; also cruising races with the same class of vessels. Besides the more important races over courses marked out on the Sound. A pleasant feature of the club life, which has been much appreciated in past seasons and which is to be repeated the coming summer is the arrangement of Saturday afternoon races for small boats. These are sailed over courses mostly inside the bay and can be viewed throughout from the clubhouse.

## THE AMERICAN YACHT CLUB.

Although like the Seawanhaka-Corinthian, the American is to a large extent an offshoot from the New York Yacht Club, its methods and aims differ materially from either. It was organized on May 1, 1883, and incorporated on the 19th of the same month. Just at this time the New York Yacht Club had partially succumbed to a period of inertia caused by a variety of reasons, chief of which that the fashion of spending a large part of the summer season abroad was then at the very zenith of its popularity, while those of the wealthy and influential men who remained at home were extensively if not almost exclusively interested in the sport of racing thoroughbreds, which at that time had absorbed pretty well everything there was in public interest.

Meanwhile in the era of prosperity that was already making itself felt in America there were numerous wealthy men who enjoyed the idea of making their excursions somewhat exclusive. The trend of their ideas is shown by the avowed object of the new club, which is "to promote social recreation in yachting and encourage yacht building, especially with regard to the development of steam yachting." It was the era of floating palaces propelled by steam, the beginning of long cruises when parties of guests were entertained for weeks and months, meanwhile being whisked around to all parts of the earth.

But the club had a practical side. In 1884, a year after its formation, the United States Government sent out a relief party to search for traces of the Greely expedition in the Arctic regions. The chief officers of the Greely Relief Expedition were members of the American Yacht Club, and the interest and efficiency of the expedition were promoted in many ways through the efforts and influences of the club. Lieut. W. H. Emory sailed on the ship Bear on April 23, 1884; Commodore Wm. Schley on his ship Thetis on April 28, and Commodore G. W. Coffin on his ship Alert on May 9 for the Arctic regions. Each was presented with a full set of No. 5 and the American Yacht Club flags before sailing, which were waved over the dead and dying of Captain Greely's party when they were discovered and rescued.



SEAWANHAKA CORINTHIAN YACHT CLUB HOUSE,  
At Oyster Bay, Long Island, N. Y.



AMERICAN YACHT CLUB HOUSE.  
Milton Point, Rye, N. Y.

The incorporators of the club were George S. Scott, Cornelius F. Timpson, Jay Gould, Henry O. Taylor, James B. Houston, Washington E. Connor, William B. Dowd, William P. Clyde, George J. Gould, Rufus Hatch, Alfred de Cordova, Christopher Meyer, Thomas C. Platt, Jesse R. Grant and Frank R. Lawrence.

On June 15, 1883, a constitution and by-laws were adopted, and George S. Scott was elected Rear-Commodore, no other officers being elected until the ensuing year.

The first club rooms were established at No. 80 Madison avenue, and there a grand opening was held on March 1, 1884, when the rooms overflowed with prominent yachtsmen and influential friends of the new social aquatic enterprise. In October, 1884, the club removed its quarters to No. 574 Fifth avenue. In the spring of 1884 the club purchased a charmingly attractive site for a clubhouse, consisting of about fifteen acres of land, at Milton Point, Long Island Sound, in the town of Rye, N. Y. Here a palatial clubhouse has been built in the Tudor style of architecture, with buttresses and gables, nooks and corners, and a wide balcony sweeping the length of the mansion on its seaward side. The grounds have also been beautifully ornamented and a station arranged.

The first annual meeting was held at the club rooms on March 31, 1884, when G. S. Scott was elected Commodore, with his steam yacht *Viking* as the flagship, with Alfred de Cordova vice and Cornelius F. Timpson rear commodore.

The first annual regatta and cruise began on August 7, 1884, the course being from the anchorages off the Larchmont Club House to the flagstaff at Fort Trumbull, in New London Harbor.

These regattas are hedged around with regulations insuring their interest and perpetuity. A cup is added, to be the property of the club and not the owners of the vessel winning it in a match, and provisions are made whereby foreign challenges may be accepted.

The club held its annual meeting on Tuesday evening, January 16, when the annual reports showed the association to be in a prosperous condition, with prospects for the current year to be exceptionally bright. The ticket placed in nomination by the Board of Trustees was elected, as follows: Commodore, J. Murray Mitchell; Vice-Commodore, Henry W. Eaton; Rear-Commodore, George W. Quilnair; Secretary, Thomas L. Scovill; Treasurer, William Porter Allen; Fleet Surgeon, Samuel B. Lyon, M. D.; Measurer, H. de B. Parsons; Consulting Engineer, George W. Magee, U. S. N.; Trustees (class of 1903), J. Howard Walnwright; Thomas L. Scovill and Charles A. Gould.

## RHODE ISLAND YACHT CLUB, PAWTUCKET, R. I.

The Rhode Island Yacht Club is a large and powerful club, with a beautiful and commodious club house in ideal surroundings of land and water. The house is built on Great Rock (and it is truly named), in Still House Cove, about 400 feet from shore, with a fine anchorage and an artistic setting of fine lawns and houses and a high, heavily wooded slope to the westward, which is the subject of many paintings by local artists. It is located in the picturesque and historic village of Pawtucket, about thirty minutes from Providence by electric car.

The R. I. Y. C. is the reorganized Providence Yacht Club, which was formed in 1876. It prospered for three or four years, held a number of successful regattas, with a membership of seventy or eighty, and a good fleet of boats, but dissensions arose, and in 1879 the club house was sold and the club lapsed into inactivity. The organization was maintained, however, by a few of its members, who came together once a year to elect officers and partake of a chowder.

In 1885 a few yachtsmen of limited experience, but considerable enthusiasm, conceived the idea that the time had come for a revival of yacht racing on Narragansett Bay, and by dint of argument succeeded in convincing their friends to the extent of \$150 of the same fact. This supplied the necessary funds for holding a regatta, which was so successful that another the next year was a matter of course. The time was now propitious for the formation of a yacht club—the revival of racing for the America Cup. The success of the *Puritan* and *Mayflower* had attracted general attention to yachting, and public enthusiasm was easily aroused. What remained of the Providence Yacht Club was dragged from its obscurity, its charter was taken and amended, its flag adopted, a new constitution, by-laws, etc., enacted, and the Rhode Island Yacht Club came into existence. Prominent among the earlier yachtsmen were Messrs. Howard Wright, Dr. B. H. Carver, Senator A. E. Austin, Dr. Sayer Hasbrouck, C. H. Bloomer and others. It was a success from the start. Nothing in Rhode Island had ever been such a pronounced success. One of the best club houses in the country (at that time) was built and paid for the first year; a membership of over 400 was enrolled, with a good fleet of yachts.



The regular events of the club have been ladies' day, June regatta, July Cup regatta and the open regatta in August. Ladies' day is held June 22, the anniversary of the opening of the club house. It has been the most important of the club events and is generally well attended. Music is furnished afternoon and evening by the best orchestra in the city. There is a regatta for the smaller classes, and the larger yachts dress ship in front of the club house and receive visitors, making a fine spectacle, as there are usually more than a hundred yachts at anchor and under sail. The June regatta is for trophies, and is restricted to club boats. The July regatta is also restricted to club boats, and is for the Flag Officers Cups.

The open regatta in August is for yachts belonging to any organized yacht club, and brings together yachts from Narragansett, Mount Hope, Buzzard's Bay and the Cape. There are generally forty or more that take part. Liberal prizes are offered to be taken, either as trophies or money.

There is an institution connected with the club which is unique, nine miles south of the club house, twelve miles north of Newport and almost opposite Bristol Harbor. Scraped out of the north end of Prudence Island is a landlocked harbor called Potter's Cove, about half a mile by one-third of a mile in extent, and with plenty of water for boats drawing not more than twelve feet. This offers a harbor of refuge and a rendezvous for yachts when down the bay, and is altogether a beautiful spot. The club has erected here a dining hall and landing, and every second Sunday through the season a genuine Rhode Island clam dinner is served to members and their friends. On these occasions a steamer is chartered to convey the non-boat owning portion of the membership to and from the bake. The races home between the sailing cracks after a bake is something to talk of all the following winter.

The R. I. Y. C. has had enrolled in its fleet probably more famous yachts than any other club on the Atlantic coast, with the exception of the New York and Eastern, and is peculiarly favored in what is probably the finest sheet of water, Narragansett Bay, for small and medium sized yachting on the seaboard, being well sheltered, thirty miles long, from Providence to Newport, free from all dangerous rocks and shoals, studded with beautiful islands and with many quaint and beautiful towns on its shores and blessed with better winds than are usually found on Long Island Sound or Massachusetts Bay, and free from dangerous tides. These advantages are yearly attracting more and more cruising yachtsmen from New York and Massachusetts, and also increasing the size of the fleet of the R. I. Y. C., which, under the able administration of Commodore W. B. Bangs, is enjoying the highest measure of prosperity.

## EASTERN YACHT CLUB, MARBLEHEAD, MASS.

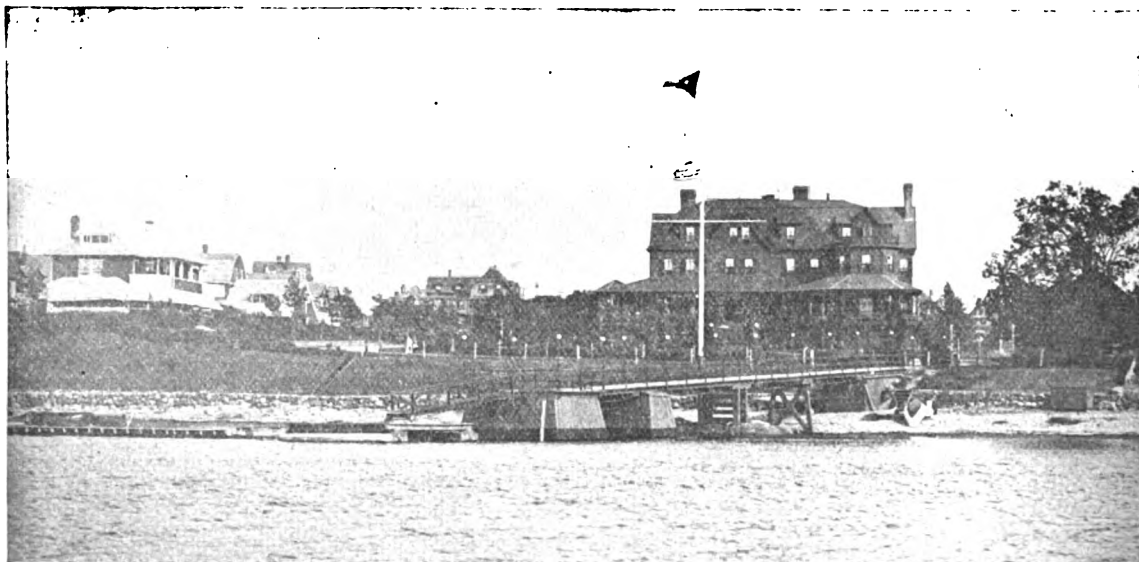
Boston's representative yacht club was practically the engulfing and enlarging of the Essex County Yacht Squadron, formed in 1860 by gentlemen owning yachts or interested in yachting and living in Boston, Salem and on the Beverly shore.

The first meeting to arrange for the formation of the new club was held at Mr. John Heard's house in Boston on March 5, 1870, at which the following members of the Essex County Yacht Squadron, Messrs. Heard, David Sears, John G. Cushing, Wm. C. Otis, Stanton Whiting, W. D. Pickman and Richard D. Tucker were present, together with Messrs. Ed Motley, A. T. Perkins, P. L. Everett, Jacob C. Rogers and John Jeffries, Jr.

On the last day of the same month another meeting was held to hear the report of the committee appointed on organization at the previous meeting. John P. Bayley presided and John Jeffries, Jr. was secretary. On motion the name "Eastern Yacht Club" was accepted, a constitution and by-laws were adopted and the following officers elected: Commodore, John Heard; Vice-Commodore, Franklin Burgess; Secretary, John Jeffries, Jr.; Treasurer, Joseph P. Gardiner. Still another meeting was held that spring, on April 26, when a code of sailing regulations, rules for uniforms, &c., and club flag and seal were adopted. On February 7 of the succeeding year the club was incorporated by act of Massachusetts Legislature, and a meeting was called for February 10 and responded to by twenty-two members, at which time the articles of incorporation were accepted and a new constitution, by-laws, uniform dress and sailing regulations were adopted. The club, which had numbered seventy members at the time of the meeting in April, 1870, had by this time increased to 138.

Except for temporary headquarters during the first twelvemonth of the new club's career, the Eastern Yacht Club had no home until the winter of 1879-80. It was then that during an informal gathering held at the house of Commodore Boardman the matter of securing a clubhouse was discussed, which resulted in those present forming themselves into a voluntary committee to procure information as to eligible sites, and to attend, prepared to have the matter discussed, at the next annual meeting.

The date of meeting having arrived in February, 1880, Mr. B. W. Crowninshield gave an interesting and entertaining account of various sites examined, especially on Marblehead Harbor, although the majority present seemed to favor a



EASTERN YACHT CLUB HOUSE,  
Marblehead, Mass.

location on Marblehead Neck. The outcome of a long discussion was that Messrs. Crowninshield, Jeffries and Daniel Appleton were appointed a committee with full power to purchase land and buildings or land to build thereon. The first appropriation made was \$10,000, which was increased to \$18,000 at a subsequent meeting held March 3, and still further increased to \$20,000 on April 6.

The committee purchased a site on Marblehead Neck, consisting of about 60,000 feet of land, on which was erected under their personal supervision the present handsome and convenient structure, although additions and improvements have been since made. On the evening of June 19, 1881, the new clubhouse was opened with a splendid reception tendered to members and their families by the incumbent flag officers, Messrs. Chas. H. Joy, Frank E. Peabody and Henry S. Hovey. In 1885 an additional 10,000 foot plot of land was secured, on which was erected a stable and carriage shed, with a convenient landing pier, built at a cost of more than \$2,000.

During the first ten years of its existence the club membership was increased from 138 in 1870 to 252 in 1873. Then it began to dwindle until the project of a clubhouse was mooted and began to take permanent shape. Then a perceptible increase in membership began, so that in 1880 the number of members aggregated 346, while in 1881, a few months before the clubhouse was opened, it was 390, and in April, 1882, it had increased to 443 members. Ten years later the total was 586, not inclusive of some twelve or thirteen honorary members. In 1903 the club had enrolled on its list of vessels 35 schooners, 56 sloops, cutters and yawls and 44 steamers.

The club sailed its first regatta on July 12, 1880, from Marblehead Rock around Halfway Rock to Davis Ledge Buoy, Graves, and return, about forty nautical miles, in which eight schooners and five sloops took part. Dawn was the winner in the first, and Sadie first and Louise second prize winners in the second class.

The first annual cruise was begun July 25, 1870, to Bar Harbor. The schooners Belle, Rebecca, Edith, Ethel, Junata, and sloops Coming, Sadie, Gussie, Alarm and Louise took part. The annual cruise, although not held with strict regularity, has been an annual feature of the club.

On August 11, 1871, the Eastern Yacht Club received formal recognition from the yachting world by a visit on invitation from the New York Yacht Club fleet. There were the schooners Columbia, Halcyon, Magic, Eva, Idler, Sprite, Foam, Rambler, and sloops Grace, Vixen and Vindex, and the visitors anchored off Minot Light in Boston Bay on the evening of the 11th. Three days later the combined fleet of hosts and guests sailed a regatta from off Swampscott for \$1,000 in prizes for schooners and \$500 in prizes for sloops, contributed by the Eastern Yacht Club, and for \$800 for schooners and \$400 for sloops, donated by the residents of Swampscott. Thirty-three yachts started and thirty completed the course, this being the largest number ever started in a regatta in this country up to that time.

## CORINTHIAN YACHT CLUB, OF PHILADELPHIA.

The Corinthian Yacht Club of Philadelphia is a young organization, having but just completed the eighth year of its existence. The list of its founders consequently represents men of affairs now actively engaged on the stage of life. The first meeting was held January 12, 1892, in the Bullitt Building, at which the following well-known yachtsmen and clubmen were present: Robert K. Neff, Charles H. Brock, W. Parkie Henry, John W. Brock, Horace P. Smith, Marcel A.



CORINTHIAN YACHT CLUB HOUSE,  
Essington, Delaware Co., Philadelphia.



Vite, George M. Freeman, Brereton Pratt, Robert C. H. Brock, Addison F. Bancroft, William F. Parry, Edward R. Coleman, Henry L. Mills, Joseph I. Rothrock, M. D.; Henry McAllister, John S. Lloyd, Louis P. Evans, William S. Ketchley, Jr.; Thomas D. Whitaker, Enoch S. Farson, Ogden D. Wilkinson, Clement B. Newbold, Anthony J. Drexel, Jr.; Charles Heebuer, J. Howard Gibson, George A. Fleischer, Spencer Erwin, Alexander Van Rensselaer, W. Wilkins Carr and Frank H. Rosengarten. The club was organized with John W. Brock as temporary chairman and A. F. Bancroft secretary.

At this and subsequent meetings a complete working organization was formed. A charter had been applied for and secured and by-laws for the government of the club adopted. The first election of officers resulted as follows: Commodore, Edward R. Coleman; Vice-Commodore, Ogden D. Wilkinson; Secretary, Addison F. Bancroft; Treasurer, Marcel A. Vite. The membership was arranged to include resident and non-resident, as well as honorary members, the number of resident members, exclusive of yacht owners, being limited to 200, while the radius of residence was fixed at a circle of fifty miles around the City Hall at Philadelphia.

At the second general meeting of the club, when racing rules as formulated were submitted and adopted, the "Seawanhaka" rule of measurement and time allowance was included. It had meanwhile been resolved that yachts to be enrolled must be owned wholly by a member or members of the club. Yachts to be classified by their racing length and divided into two classes of schooners, six of sloops, cutters and yawls, and three of open yachts. The club also announced its determination to build three boats for the 18-foot class for the use of members exclusively, with a view to encourage sailing and racing in the smaller classes, and these boats were constructed under the supervision of Charles H. Brock and Alex Van Rensselaer, the committee appointed for that purpose.

One of the first actions of the club was to lease a tract of land ten acres in extent, with house, wharf and stable, at Essington, Pa., which property was later purchased. Essington was formerly known as the Lazaretto, and is located on Tinicum Island, ten miles from Philadelphia's City Hall and three miles from Chester, N. J. The Delaware bordering on Essington is divided by Maiden and Little Tinicum Islands, the main or ship channel being to the south of these islands. From Maiden to Tinicum the United States Government has constructed a stone dyke, making the north channel a commodious and safe harbor for vessels of any size, which, in addition to its convenience of access, makes it the most available place on the Delaware River for a yachting station.

The clubhouse, admirably situated for its purpose, after having been remodeled and refurnished, was formally opened April 30 of the year of organization with a large number of members and their guests in attendance. The clubhouse is admirably situated for its purpose, being a commodious build-

ing, surrounded with spacious piazzas, with a heavy wooding of noble trees at its rear. It stands on a bluff, directly on the shore, overlooking the entire harbor and commanding a magnificent view of the islands and the New Jersey shore to the southward, while to the westward are Chester and the Wilmington hills, with a magnificent view of the Delaware River for nearly twenty miles. At a special meeting held on the same date Commodore Edward R. Coleman tendered his resignation, his yacht not being in commission. Other vacancies were also filled, and the list of officers for the balance of the year was consequently arranged as follows: Commodore, Ogden D. Wilkinson; Vice-Commodore, Molton H. Forrest, M. D.; Rear-Commodore, W. Barklie Henry; Secretary, Addison F. Bancroft; Treasurer, Marcel A. Vite; Measurer, William N. Howell; Fleet Captain, Robert K. Neff; Fleet Surgeon, Archibald G. Thomson, M. D.

The club opened its first yachting season on May 28, 1892, with appropriate and congenial ceremonies. The yachts were anchored in two lines off the clubhouse, and at a signal from the *Speranza*, Commodore Wilkinson's flag ship, the club burgee was hoisted and saluted by each yacht in succession, the salute being answered from the clubhouse. Later on a reception was tendered the members on board the *Speranza* by Commodore Wilkinson. On the morning of the 29th the yachts "dressed ship" in answer to a signal from the flag ship and the manoeuvre was executed in admirable fashion. In the afternoon the squadron started on a short cruise, returning at sundown.

The first annual race of the club was held on June 16, and it was followed by a series of races between the 18-footers built by the club at different times during the season. In August the club held its first autumn cruise on Long Island Sound, with its rendezvous at Larchmont, N. Y.

In November the club leased rooms at 1,433 Chestnut street, Philadelphia, where winter entertainments could be given. These include lectures, talks on nautical subjects, club dinners and other instructive and social amusements.

The first annual meeting of the club was held on Jan. 11, 1893, when the reports showed a most flourishing state of affairs. The constantly increasing membership had brought the roll up to a total of 114, which represented 88 resident, 19 non-resident and 7 honorary. The vessels represented were 46 in number, as follows: Schooners, 7; sloops, 9; cutters, 11; yawl, 1; open yachts, 5; steam yachts, 10; launches, 3.

The current annual meeting was held January 10 last, when it was announced that the club is continuing its career of prosperity. The floating debt has been canceled, and the fleet now numbers 86 yachts. Officers were elected as follows:

Commodore, Alexander Van Rensselaer, steam yacht *May*; Vice-Commodore, Robert J. W. Koons, schooner *Priscilla*; Rear-Commodore, Robert M. Riddle, yawl *Spalpeen*; Secretary, Addison F. Bancroft; Treasurer, George E. Kirkpatrick; Measurer, Albert E. Wood. Race Committee—A. F. Ban-



THE CORINTHIAN YACHT CLUB HOUSE DOCK, Essington, Delaware Co., Philadelphia.



CLEVELAND YACHT CLUB HOUSE,  
Cleveland, Ohio.

croft, I. W. Jeanes and H. S. Jeanes. Trustees—The Commodore, the Vice-Commodore, Rear Commodore, the Secretary, the Treasurer, Alfred C. Harrison, Robert K. Neff, Chas. H. Brock, James M. Dodge, Frank H. Rosengarten, D. R. H. Harte. Committee on Admission—C. H. Brock, Alexander Van Rensselaer, G. H. Miller, B. Pratt and F. H. Rosengarten.

## CLEVELAND YACHT CLUB, CLEVELAND, OHIO.

### HISTORY OF THE CLEVELAND YACHT CLUB.

The Cleveland Yacht Club dates its existence back to 1878, when the following yachts, Unique, Silver Spray, Gypsy, Master Harry, Orphan Boy, Trio, Topsy, Carrie Morgan and Nomad afforded it all the excitement and sport to be wished for. An agreement was made and carried out to have a regatta September 19, 1879.

On the Saturday following the regatta, September 21, the Cleveland Yachting Association was organized and officers elected as follows: Commodore, F. H. Meade; Vice-Commodore, W. P. Francis; Rear-Commodore, H. Gerlach; Secretary, C. P. Smith; Treasurer, H. G. Phelps; Measurer, R. F. Bell; Executive Committee, C. P. Smith, R. E. Patterson, B. Lyman, R. E. Grill, Jr., S. Law. Soon after George W. Gardner and Percy W. Rice became members of the club. As far as the relative existence of the Cleveland Yacht Club to the other lake organizations is concerned it must be dated from the time when Messrs. Gardner and Rice became members.

April 5, 1879, Geo. W. Gardner was elected Commodore of the club, which position he held until January, 1885. He has always been one of the foremost yachtsmen on fresh water. With him as leader the club increased in membership and size of fleet. The club now numbered in its fleet besides those already mentioned Harry Burke, Phantom, Jane Anderson, Camilla, Okaresta and the steam yacht and flag ship Rosaline, owned by Commodore Gardner. This year saw the "free-for-all Fourth of July races," which augured well for Lake Erie yachting. For years there met off Cleveland harbor the fleetest yachts from Buffalo, Erie, Detroit, Sandusky and Toledo.

In 1880 such boats as the Idler and Cora, of Chicago; Ives, of Detroit; Fanchon, of Put-In-Bay; Corsair, of Erie, and Cygnet, of Buffalo, contended for the Gardner Cup, presented by Commodore Gardner, to become the property of the yacht (above 35 feet water line) winning it three successive times. In 1881 he presented the Cleveland Yachting Association Cup, to be sailed for under the same conditions, by class above 25 feet and under 35 feet water line. The spoils went to the

victors Cygnet and Corsair, but not to stay. The races were bound to bring out other boats. The peerless Fanchon of Put-In-Bay came to the annual races, and three successive times she led her class around the course and thereby became the owner of the first yacht championship emblem of Lake Erie ever presented. The large attendance and enthusiasm manifested at these races was only the forerunner, however, of the important events to follow:

On January 17, 1885, a joint meeting of the Cleveland Yachting Association and Cleveland Canoe Club was held, and the nucleus of the Interlake Yachting Association was formed. It was decided to have an open regatta at Put-In-Bay in July and invite every yacht on fresh water. Commodore Gardner was elected President.

No prettier sight was ever seen on any body of fresh water than the one at Put-In-Bay on that July morning, when over fifty yachts worked out from under Gibraltar to wrestle for supremacy.

Cleveland, Toledo, Detroit, Sandusky, Chicago and Erie, also Hamilton and Toronto, on Lake Ontario, were represented at the meeting. George W. Gardner was elected Commodore and J. S. Williams Secretary. The Cleveland Yacht Club can pride itself upon the great work it accomplished during these years.

On October 3, 1888, it was decided to change the name Cleveland Yachting Association to the Cleveland Yacht Club and to become an incorporated body. The Secretary of the Treasury had granted the club a lease of the Marine Hospital lake front for the building of a clubhouse. Commodore Gardner and Messrs. Luetkmeyer, Percy W. Rice and John G. White are deserving of credit for the arduous labors incident to the work.

In 1893 a foundation for a clubhouse was built in the lake on this property, but nothing was done toward the erection of the superstructure until the year 1895, when George H. Worthington was prevailed upon to take an active interest in the club. In January of that year Commodore Gardner retired, and in recognition of his many years services the office of Honorary Commodore was created and he was unanimously elected to fill it. Luther Allen was elected Commodore; George H. Worthington, Vice-Commodore, and Percy W. Rice, Rear-Commodore. Commodore Allen's business engagements were such that he could not devote much time to the club, and the hard work done in that year was largely accomplished by Vice-Commodore Worthington, who maintained his reputation of accomplishing anything he undertakes. Under his leadership all the active members of the club went to work with a will, and the result was that the life and active membership of the club was increased to such an extent that \$20,000 was raised for the erection of the clubhouse, which was dedicated, free from debt, in a befitting manner September 12, 1895.

The architect of the building was Capt. J. N. Richardson, and the Building Committee was composed of Commodore Worthington, Capt. E. W. Kadder and Mr. G. W. Luetkmeyer.

In January of the following year Mr. Worthington was elevated to the office of Commodore, which position he has filled ever since. He owns the celebrated steel cruiser *Priscilla*, which is the flag ship of the club.

The clubhouse, a picture of which is herewith presented, is elegantly furnished, and is one of the finest structures of the kind in the country. The lower floor is devoted to lockers and the storage of small boats. The second floor contains a large reception hall, a billiard room, lounging and reading room, a ladies' parlor and an elegant cafe. The upper floor contains the assembly and ball room, also the kitchens and stewards' quarters.

The club has a membership of 250 active, 6 honorary and 48 life members. The fleet is made up as follows: 22 sail yachts, 4 steam yachts and 12 power launches.

In looking over the years of recognized yachting in Cleveland the following facts are brought prominently to view:

The Cleveland Yacht Club is one of the oldest on the lakes in continuous existence.

It was the first club on the lakes to adopt the sail area measurement rule.

No member of the Cleveland Yacht Club ever lost his life from drowning.

Its fleet is made up of a weatherly type of craftship in every particular, built and fitted out to make long trips and in any kind of weather.

For organizing and promoting the Lake Erie Yachting Association it is certainly entitled to a place in the history of the country's yachting.

The present officers of the club are:  
Commodore—George H. Worthington.

Vice-Commodore—Percy W. Rice.

Rear-Commodore—W. R. Huntington.

Secretary-Treasurer—A. R. Landreth, Jr.

Masurer—B. D. Munhall.

Surveyor—Henry W. Richter.

Fleet Captain—Jos. Kerbel.

Fleet Surgeon—Dr. E. E. Beeman.

Directors—George H. Worthington, P. W. Rice, W. R. Huntington, Horace Foote, J. E. Hannon, G. H. Gardner, Jos. Kirbel, J. R. Miller, F. G. Overbeke, D. Perkins, Jr.; J. N. Richardson, A. R. Landreth, J. L. Gabelle, B. D. Babcock, J. Barth.

## THE HULL (MASS.) YACHT CLUB, HULL AND DORCHESTER, MASS

Although not owning its own clubhouse until the year 1890, the Hull Yacht Club, which was formed in the early summer of 1880 by a few gentlemen, summer residents of Hull, was a decided success from its inception. These gentlemen owned small boats and anticipated pleasure in friendly races and the winning of an occasional prize. For the first two years the only property owned by the club was the landing pier, its meetings being held at members' houses.

But in the year 1882 it was realized that a clubhouse had become a necessity, and arrangements were made with the steamboat company owning the wharf at Hull for the erection of a house at the end of their pier. This house provided for them what appeared to be ample accommodations. There was a large house surrounded on three sides by a piazza, having a stage, and thus enabling the club to give entertainments, which proved extremely popular and added not a little to the income of the flourishing young association. The house also had committee, janitor and toilet rooms and a number of lockers. An admirable landing fronted the clubhouse, with ample floats for the storage of tenders, and good water at all conditions of the tide. A charter was obtained and the club incorporated April 20, 1882.

Thus from a comparatively small beginning was organized a club which to-day ranks with the best in the country. The original membership was thirteen, but it was quickly augmented until when, in 1891, the club changed to its present commodious quarters, the limit of 400 members had long since been reached and a fleet of 140 yachts was also enrolled on the club's roster.

From 1881 up to the present time the club has given an average of not less than eight club races each year, while its ladies' days, annual cruises, band concerts and other entertainments have kept up an unflagging interest among its yacht-owning members. In 1883 the club gave the greatest open regatta ever held in Eastern waters. Cash prizes amounting to \$1,000 were offered. There were 125 yachts entered and 50 started. These open races were for several years an annual feature and were the most successful and noted races in Eastern waters. In 1889, however, the club abandoned its open races, deciding to devote the money to club races, except in the case of special classes which it seemed desirable to encourage.

Peelning in 1886, the club had been on the lookout for a site for a new and larger clubhouse, but it was not until four years later that they secured their present admirable location. Late in the fall the new property was purchased, which included a house of twelve rooms, used as a temporary clubhouse while the handsome new structure was building.

The new clubhouse was opened in May, 1891, complete in all its departments, and the club started on a new era of prosperity. The house measures fifty feet on its front or water side, and is fifty-five feet deep. From the platform on which it stands the sideside is nearly eighty feet, and from the floor of the dancing hall rises an open space of forty feet, giving ample ventilation and a cool temperature in the hottest weather. There is a twelve-foot piazza on three sides of the two upper stories and the ground floor. The house stands upon a platform 100x20 feet, which is surrounded on three sides by a granite sea wall. This wall and the house foundation rests on a solid ledge of rock. In the upper story is a large dancing hall which has a 20x10 foot stage, a ladies' parlor and toilet rooms. On the next or street floor are the billiard, public and private dining rooms, committee and reading, wine rooms, butler's pantry and toilet rooms. On the next, or mezzanine, floor are three regulation bowling alleys, kitchen and store rooms and servants' quarters. On the lower floor are lockers, a laundry, boatmen's rooms, toilet room, tub and shower bath and storage for spars.

The present property at Hull consists not only of the clubhouse, built in 1890, and the twelve-room cottage purchased at that time, called the "Merrill," but also a new one built last year containing seventeen rooms, called the "Carr" cottage. In addition to these a third cottage called the "Clark," containing nine rooms, is leased. The spring of 1899 saw the amalgamation with the Massachusetts (which was originally the "Dorchester") and was incorporated May 24, 1899, taking the present name of Hull-Massachusetts. In addition to the clubhouse and landing at Hull there is a clubhouse at Power's Wharf, Boston, which is open the year round, and the only club landing in the city proper, and also a third clubhouse in Dorchester, open during the summer, with deep-water landing there. The last two were acquired from the

Massachusetts Club at the time of the amalgamation.

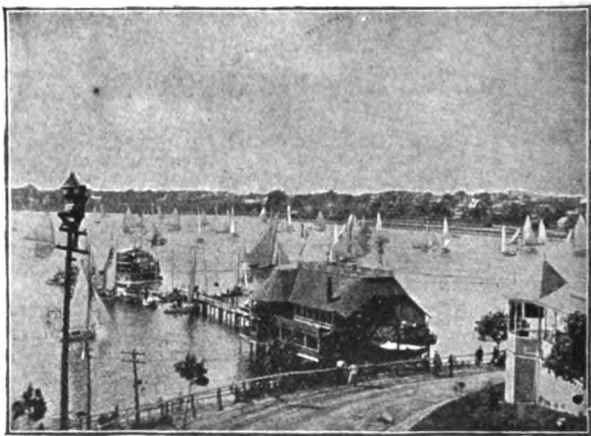
The location of the club house is unsurpassed. The nearness of Hull to Boston, only an eight-mile run down the bay, and therefore a pleasant steamer ride of about forty minutes, makes the quarters unusually available and convenient. Water surrounds the club house on three sides; from the piazza a most beautiful view is to be had, and the club's land race courses are in full sight. The floats extend out some 250 feet, tide. The bay in front offers the best of anchorage for an unlimited number of yachts, and a fine sheet of water for sailing. The perfect appointments of the club house, which cannot be surpassed for a yachtman's purpose, in addition to the excellent cuisine, induces many members to make their summer quarters here, and all though numerous additions have been made on the club's extensive property, which has a street frontage of 300 feet and a frontage of 400 feet on the water, the demand for summer quarters and accommodations is invariably in excess of the supply.

The present membership numbers 475 and the present fleet about 200.

## BOSTON YACHT CLUB, CITY POINT, SOUTH BOSTON, MASS.

The "Dean of the yacht clubs of New England," the Boston Yacht Club, B. P. Cheney Commodore, most appropriately enough had several members of the Dean family associated with its inception. More than a score of years ago Messrs. Benjamin Dean, Thomas Dean, Augustus Russ, Chas. E. Russ, and Eben Denton projected the scheme of founding the yacht club, but it was not until September 19, 1886, that active steps were taken toward effecting a permanent organization. On this date, however, a general meeting was held at the office of Mr. Augustus Russ, No. 14 Tremont street, Boston, Mass., where the preliminary steps were taken, and at a subsequent meeting held on November 14, about eighty members were enrolled. The meeting at which the organization was perfected was held in the Parker House three days following, and the officers chosen were: Commodore, Dexter H. Follett (schooner Nettie); Vice-Commodore, Thomas Manning (schooner Minnie); Secretary, Thomas Dean; Treasurer, Augustus Russ; Measurer, Augustus S. Stone, Bristol, R. I.

As a matter of fact club rooms were established as long



WINTHROP YACHT CLUB HOUSE,  
Great Head, Winthrop, Mass.

ago as 1866-67, when headquarters were made at the corner of Tremont street and Pemberton Square. A meeting of the club in 1867, on February 13, will ever be memorable, for notices were then received that the Legislature of the State had refused the club a charter on the ground that such an organization might lead to immoral and ungentlemanly conduct detrimental to the public welfare. The club nevertheless continued to flourish, minus charter. On June 25, 1867, the club gave a squadron review in honor of President Andrew Jackson, who was then visiting the city at the celebration of laying the corner-stone of the new Masonic Temple. The first club review was held June 8, 1867, at Hull, and the first club regatta was sailed June 17, 1867, the start being made from a point between Rainsford and Gallop's Island, and the

course lying around Davis ledge and return. There were eight contestants over 38 feet, five 26 to 38 feet. The winners were Sadie and Minnie, first class; Clytie and Violet, second class; Fannie and Paragutta, third class.

The first club cruise was sailed August 6, 1868, and shortly after this time trouble arose, but for which there would have been no Eastern Yacht Club. It having been formed by some of the seceding members. During the year 1869 the affairs of the club experienced a decided slump; the organization was barely alive, and on January 1, 1870, the club rooms were given up. Then things picked up again. On January 21, 1870, the club obtained its charter. Its membership grew, and in the following year life memberships were established and the office of Rear-Commodore created. By 1875 a new club house had been built, and on April 2 of that year this was formally opened. With the increasing accommodations the membership continued to swell. In the year 1876, about the middle of March, an ice gorge which formed in Dorchester Bay nearly cost the club its home. As it was the ice swept by the return tide, carried away half the piles and left the house hanging over the water, supported only by its shore end. Repairs were made and an addition built on the northerly end.

In the year 1875 Commodore Dean declined a re-election, having served five years, and Arthur Cheney was elected in his stead. The club continued to grow wonderfully in membership and yachts, and not alone steadily gained in public favor but acquired considerable property.

The successive commodores since the year 1877 have been: 1878-79, E. W. Peabody; 1880, Jacob Pfaff, and he held the commodoreship till succeeded by Mr. Augustus Russ in 1886, as stated in the opening paragraph. Russ in turn was succeeded in 1889 by W. H. L. Smith, but again took office in 1890. In 1892 Commodore John A. Stetson took office.

The Boston Yacht Club claims the honor of being the pioneer club to give "union regattas"—races open to members of any organized yacht club. A list of some of the sloops, cutters and cat rigs enrolled in the Boston Yacht Club membership is as follows: Alcedo (George R. Howe), Aurora (J. O. Shaw, Jr.), Beth (S. W. Burgess), Brynhild (W. Dana Smith), Camilla (F. C. Welch), Carmita (F. E. Peabody), Chilquita (A. Hemenway), Clio (Frank F. Tripp), Edith (Adam Tindell), Elaine (Charles A. Lowe), Gaddy (A. Hemenway), Gordilla (Odin B. Roberts), Guardian (Alfred I. Cole), Hilda (C. P. Curtis), King Phillip (H. B. Torrey), Lapwing (B. C. Davis), Lena (C. M. Cook), Loria (J. L. Rutler), Myth (W. Burgess), Nahli (W. E. Connor), Shadow (John Bryant), Undine (Benj. Dean), Vashti (J. A. and H. O. Stetson).

## WINTHROP YACHT CLUB.

Winthrop, Mass., within five miles of Boston's business centre, and charmingly situated between the Atlantic Ocean and Boston Harbor, with a quick and short passage between both via Shirley Gut, is admirably adapted for yachting and boating from April to October. In fact it was mainly these advantages which caused the phenomenal development of the town during the past twenty years.

Early in July of 1884 Messrs. W. S. Chamberlain, Albert E. Prince, Clarence H. Billings, F. L. Woodward, George H. Payne, E. A. Cook, C. B. Belcher, Esq., R. Tewksbury and Charles S. Tewksbury organized the Great Head Yacht Club at Winthrop Beach, taking their name from the high and commanding bluff of Winthrop Great Head, then without a house upon its green slopes, but now covered with cottages, and a prominent landmark visible from Marblehead to Minot's Light. A few days later of the same month these enterprising yachtmen secured a charter from the Commonwealth and soon proceeded to erect a club house at the foot of the "Head," close on the shore of Crystal Bay, one of the many coves opening off Boston Harbor. This clubhouse still stands, though greatly altered and enlarged, and subsequently moved to a better location, where now established, with improved facilities and additions. Besides the largest and best hall for dancing in the town, the clubhouse has two bowling alleys, billiard and pool tables, ample lockers, a ladies' reception room, fine piazzas on both first and second floors, and five large landing floats. In 1891, by special act of the Legislature, the name was changed to Winthrop Yacht Club, as being broader and more appropriate, and in keeping with the growth of the organization—Winthrop being a fine old surname of historic significance in Massachusetts and the town having been Dean Winthrop's farm.

Crystal Bay is a typical tidal harbor, the flats at low tide extending out half a mile to the Point Shirley channel, and the club has always had that difficulty to contend with, consequently most of the yachts have been centerboard boats—the larger yachts and keel boats were of necessity moored off Point Shirley. However, in 1892 the United States Government dredged out a channel which has been widened and deepened

almost yearly since by the Winthrop Steamboat Company and the State of Massachusetts, until now there is an eight-foot channel about eighty feet wide at low tide, leading to deep water, and the Yacht Club has also expended over \$1,200 in dredging out a basin off the channel for its own use.

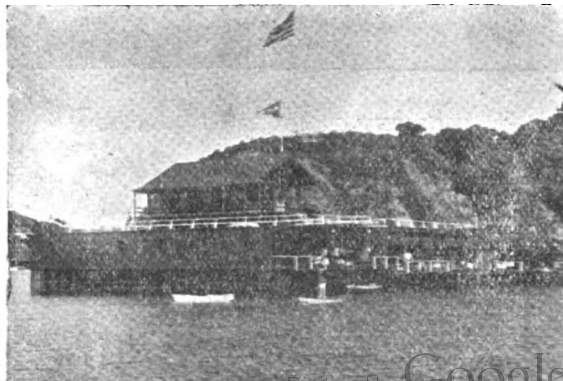
The earlier yachts were mostly small catboats or jip and mainalls, but the owners and friends had great sport in the many regattas—the enthusiastic members sailing races in any and all sorts of weather, and proving their seamanship under trying conditions. Mr. Flagg's famous cat, Fanny; Mr. Freeman's Thisbe; Actor "Jack" Mason's Trouble, also the Modoc, Evelyn and other well known boats and champion prize-winners in their day. Coming down to "modern times" some prominent yachts were The Owl, Commodore Cook's schooner Widgeon "Tom" Young's Almira, brought out in 1890, and "Capt. Bill" Daly's Harbinger, both noted Henley catboats and without peers at the time; the two 35-footers, Columbus and Sunbow; Mr. Harrison Gray Ows' two champion Mapples, the Mattie G., Veto, the match rivals, Alma and Alert, and Commodore Chesterton's Hermes, the champion Hanley 25-footer of 1898 and 1899.

The club has held more than 140 regattas, many of them "open races," that of 1894 being one of the largest sailed in the harbor, 120 yachts entering for the race and 80 boats in six classes starting and finishing, friends and ladies witnessing the fleet from a steamer chartered for the occasion. The last few years it has been the custom to hold a regatta off the club house almost every Saturday afternoon during the season.

However, many of the members get a great deal more enjoyment and healthful fun from the Sunday sails, when the squadron would start and keep together, and the cruises, which have grown to be a feature. Several times a fleet has cruised to Camden and Belfast, Me., and usually a dozen or fifteen yachts would run to Marblehead for the first day, with the six or eight boats starting on the longer two weeks' trip to Camden. At other times short Saturday and Sunday cruises to Marblehead, Salem or Gloucester have been in order, and lively were the times and immense the fun and innumerable the practical pranks indulged in during the quiet (?) nights when the fleet anchored in harbor after a day's run.

But yachting and club life has a social side also, and this part has been specially developed at Winthrop. From the earliest beginnings of the club various active and energetic committees each month have striven to rival and surpass all previous efforts in providing entertainments of every description from minstrel shows to dances, the latter being the regular Saturday night entertainment, and the former being for several years quite the midsummer event, which brought in a goodly revenue, and has latterly been supplanted by a series of "Pop Concerts." The club house is always open to the ladies of the members' families, and this year the club, on application of Miss Josephine Chapman, owner of the famous 21-footer Opeechee, followed the example of the New York Yacht Club and provided a flag membership for ladies who may be yacht owners, this being an innovation in Massachusetts.

From a purely summer organization originally the Winthrop Yacht Club has developed into an all-the-year-round club, and during the past two years the club house has been kept open very successfully for the winter, weekly card parties, "smoke talks" or other amusements drawing the members congenially together, besides affording the very best opportunity to talk over previous trips, spin yarns, tell each other how it ought to have been done and recount some new excuse for not winning a certain race.



The present membership is over 200, and a fleet of about fifty yachts of all rigs and sizes are enrolled in the club, most of them moored nearby. The annual dues are \$10 and the first year's fees \$15.

This club has been peculiarly fortunate in securing good officers, elected annually, the first commodore, Mr. W. S. Chamberlain; the second, Geo. C. Abbott; the third, Henry E. Turner, Jr., and the fourth, Edgar A. Cook, were each re-elected for two years, and the next, Mr. J. Stearns Cushing, was elected for three terms, with the Nimbus as flagship. In 1894 Albert W. Torrey's Hattie carried the commodore's pennant, and in 1895 Commodore Charles A. Heney's Alma. All the commodores since the second have served an apprenticeship as vice-commodore. Commodore George E. Leigh was elected in 1896-97 and '98, and the present commodore in 1899 and 1900. Mr. Charles G. Bird, the best known representative of the club, was elected secretary in 1887, and has been steadily re-elected unanimously ever since, having attained the distinction of serving as a secretary for a longer term of years than any similar official in the yacht clubs of the East.

The present officers are: Commodore, Arthur W. Chesterton, yacht *Hermes*; Vice-Commodore, James R. Hodder, yacht *Cygnat*; Secretary, Charles G. Bird; Treasurer, Justin W. Lester; Fleet Captain, Frank C. Ross; Measurer, Harry Hutchinson. The affairs of the club are managed in detail by a Board of Directors, Regatta Committee, Membership Committee, House Committee and various entertainment committees.

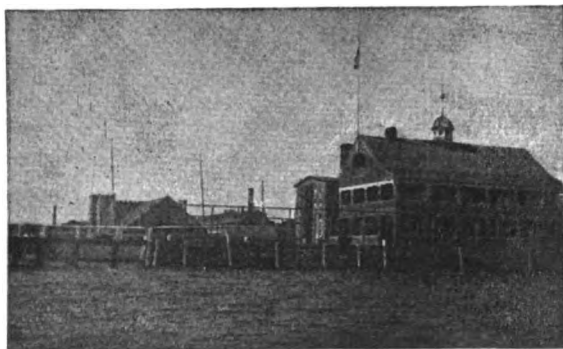
JAMES R. HODDER,  
Vice-Commodore Winthrop Yacht Club.

## BRISTOL YACHT CLUB, BRISTOL, R. I.

At the foot of Constitution street, in the quaint old town of Bristol, is situated an attractive club house, over which floats the flag of the Bristol Yacht Club.

This club is the outgrowth of the Neptune Boat Club, which was founded in 1877 by a number of young men of the town. In the spring of 1893, while the defender was being built, it was decided to revive the club, which had been in a dormant state for a number of years, and in the spring of 1897 the present club house was erected.

The club is in a most flourishing condition, and is rapidly



CORINTHIAN YACHT CLUB HOUSE,  
Tiburon, Cal.

advancing. It numbers 107 members, including the names of several prominent yachtsmen and many men of high social standing. The fleet is composed of nine steamers, seven schooners and thirty-six sloops, cutters and yawls. A number of races are held each year, as well as several social functions. The present officers are: Commodore, Joseph E. Fletcher; Vice-Commodore, William G. Titcomb; Rear-Commodore, Edward I. Brownell; Secretary and Treasurer, Frank A. Ingraham.

## CORINTHIAN, OF SAN FRANCISCO

March 16, 1886, a number of gentlemen interested in yacht-

and at this meeting was evolved the Corinthian Yacht Club of San Francisco. At the next meeting a constitution and by-laws were adopted, limiting enrollment to boats not exceeding 45 feet deck length, which limitation has remained the dominant feature of the club, and to the practical unanimity of interest thus insured is largely due its success. A location committee sought the late J. Mervyn Donahue, who offered liberal inducements to locate on the present site, near Tiburon, and the following spring found the club in possession.

The first annual regatta was held June, 1887, over a course skirting the peninsula from the Presidio to Mission B.Y., which placed the club prominently before the water-loving public and gave it the use of Uncle Sam's buoys for mark boats in the interest of economy, a prime consideration in those days. Racing over this course was found to consist largely in dodging ferry boats and living became under wharf sheds, and it has been modified by substituting for the stretch around the front a leg to the northward, which keeps the racers in open water under the channel breeze. The annual regattas are held on Decoration Day, and have steadily augmented in the number of participants and extent of preparation till they rank in interest all other aquatic events of the port.

With the completion of the club house came the series of entertainments, which are a feature of Corinthian life. Twice a year, on opening and closing days, after the departure of the club guests, the members consume large quantities of hardtack, pork and beans, chowder and other marine deli-



SAN FRANCISCO YACHT CLUB HOUSE,  
Lausolito, Cal.

cacies, and the grosser appetite assuaged the deep-laden Corinthian ambles up to the main hall for the gratification of his intellectual and emotional needs. Vocal and instrumental music, dramatic and terpsichorean numbers alternate with recitation, song and story, and the day is usually protracted far beyond the statutory limit. No wonder the club is popular, prosperous and steadily increasing in membership.

## SAN FRANCISCO YACHT CLUBS.

San Francisco is an ideal yachting centre. There is not a sheet of water where the wind blows high or blows low that can equal its large expanse of sixty miles of water. The season begins May 1, when the counter trades begin to blow, and until the end of September there is every day a piping breeze. No zerhyr, but a good, wholesale breeze from the east.

Yachting on San Francisco Bay has evolved a true Corinthian yachtsman. Not more than ten hire help: all work is done by the owner and his friends, who make up his crew. San Francisco can boast some of the best women skippers in the world. They are not at the helm on race days.

When local yachting dawned in the fifties the craft was mainly small sloops and "plungers," or catboats, brought from the East on ship's decks. These were of the "skimming dish" type, and it did not take long to discover that deeper and more able craft, with vastly less area of sail, were wanted for prevailing strong winds.

1868 was the first effort made to organize a yacht club. 1869, the first yacht regatta was held, and John





EX-COMMODORES.

Yachting interests boomed for a period, succeeded by a time of depression.

The original organization was the San Francisco Yacht Club, with a club house on Long Bridge, Mission Bay, afterwards abandoned to the Southern Pacific Railroad Company. About 1874 a reorganization was perfected, officers elected, and the club began to prosper. R. L. Ogden was commodore, and after him Commodore C. H. Harrison. At the reorganization Charles G. Yale was elected secretary, and held the office for sixteen years. The treasurers in turn were Franklin Bangs, Henry Underhill, Solon Williams and Charles Kellogg. A dispute as to building suitable headquarters caused a split and the founding of the Pacific Yacht Club, and both clubs built houses at the points at which they now stand.

The San Francisco Yacht Club started the regattas and cruises, measured and laid out the courses for racing, arranged tables of distances, signal codes and originated the "mosquito races," into which all manner of small craft races.

The present home of the club is at Lausolito, and the lavish entertainments at the well-equipped club house are always well attended.

Amongst the vessels in its large fleet are the schooners Rover (R. B. Fithian), Lurline (J. D. Spreckels), Aggie (E. A. Whitsee), Ramona (Commodore W. N. McCarthy), Chirpa (ex-Commodore I. Gutte), Virginia (E. W. Newhall), White Wings (Wm. Pierce), Outing (W. Kanzie) and Wave (W. L. Oliver). The yawls include the new crack Tramontana (Vice-Commodore H. R. Simpkins), Phillips (Chas. Chittenden) and some smaller craft, while the sloops make a fine showing, beginning deservedly with the beautiful Nixie (ex-Commodore G. E. Billings), Sappho (A. W. McKenzie), Rover (Wm. W. Haley), Angela (Wm. Wood), Aeolus (R. H. Morrow), Thetis (R. H. Bridgman), Cygnus (ex-Commodore T. L. Hill), Folly (G. D. Campbell), Catherine (A. Sutherland), Juanita (J. R. Savory), Gadder (M. Turner), Siren (G. T. S. White) and Mistral (H. B. Simpkins). The steamers and launches are the El Primero (E. W. Hopkins), Lucero (Charles L. Fair), America (Jas. Klitterman), Alberta (L. A. Haven), Athlete (George A. Knight), Edwina and Rambler (Fred Baisch).

The present membership numbers 135, and the officers are W. N. McCarthy, Commodore; H. R. Simpkins, Vice-Commodore; James Klitterman, Post Captain; E. C. Bartlett, Secretary; R. B. Hogue, Treasurer; W. G. Morrow, Financial Secretary; J. R. Savory, Measurer.

## COLUMBIA YACHT CLUB, CHICAGO.

With a very modest birth the Columbia Yacht Club came into being, June 28, 1892. Only five boats on the roster, these being the sloops Sea Shell and Restless, each twenty-five feet over all; a party decked sloop of same length called May B.; the skipjack Blade, and an eighteen foot sloop Eileen. There was no club house at the start, but the organizers, like true Corinthians, set to work and built an ordinary, every day houseboat, which is still moored in a post of honor in a cor-







MR. W. K. VANDERBILT, Owner S. Y. Valiant.



EDWARD M. BROWN. Ex-Commodore N. Y. Yacht Club. ner of the outer yacht harbor. Great oaks from little acorns grow in yachting as in forestry.

The organizers were: Richard Summers, Chris. Duggan, Walter D. Payne, George Payne, F. Nicholson, N. Duggan, Frank Daggett, A. Street, L. Belmont, H. Sarchet, W. Schmitt, H. Hyde and Alex. Auld. Mr. W. D. Payne, as secretary, was the only officer elected for the year 1892, and he filled the duties most acceptably. These gentlemen are the charter members.

In 1893 was inaugurated the cruising race, across the south end of the lake, which has grown in importance until it is regarded as the greatest yachting event on Lake Michigan, and in which twenty-five yachts sailed last month. In the year of its inauguration the race was from Michigan City, Ind., to Chicago, but since then it has been sailed from Chicago to Michigan City. The course is one and a half points south of east, and the distance is thirty-three and a fraction miles.

The annual records in this race have been as follows:

	Start.	Finish.	Elapsed.
1893. Perl .....	No record.	9 56 34	7 19 46
1894. Hattie B. ....	2 17 19	9 56 10	7 39 15
1895. Phantom .....	1 04 00	8 56 10	6 52 10
1896. Vanenna .....	1 12 00	8 07 40	6 55 40
1897. Vanenna .....	1 04 20	9 15 10	8 10 50
1898. Siren .....	2 01 25	6 28 00	4 26 35
1899. Siren .....	12 32 00	4 48 30	4 16 30
1900. Siren .....	1 02 43	6 54 20	5 51 37

In 1899 the Columbian Construction Company was organized with a capital of \$5,000, subscribed for by members of the Columbia Yacht Club, to insure funds for erecting the new club house, upon which work was at once commenced. Architect W. S. Burrous, the ranking officer of the year, drew the plans, and supervised the work. In August an attempt was made by injunction, to prevent the club from maintaining its home on the lake front site granted by the United States Government, and the construction work ceased before the season ended. Later on Judge Kavanaugh, of the Superior Court, rendered a decision in the club's favor. This was quite an important victory.

The 1900 regatta on July 4 was the greatest aquatic event ever attempted in those waters. Some magnificent racing was the result, especially in the forty-five foot cutter class—racing trim, won by Prairie in 2.15.24 corrected time, and in the twenty-five foot sloop class, racing trim—won by Spray, 1.49.53 corrected time. The Prairie proved herself a fine weather boat, and the Spray out sailed the entire fleet over the short course. A phenomenal performance. Both these boats were designed by W. P. Stephens and did him credit.

Under these surroundings it is small wonder, that the club waxes apace and forges to the front. Its members are up to date, practical yachtsmen, and are out to win every time, blow high, blow low!

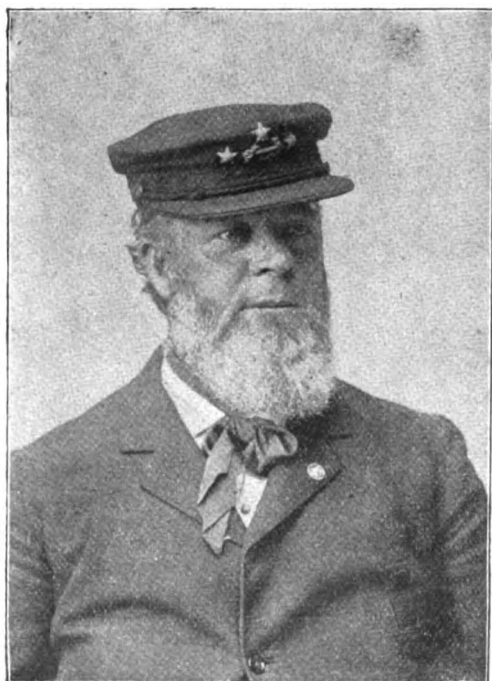




**HON. AUGUST BELMONT,**  
Owner Mineola.



**C. OLIVER ISELIN.**

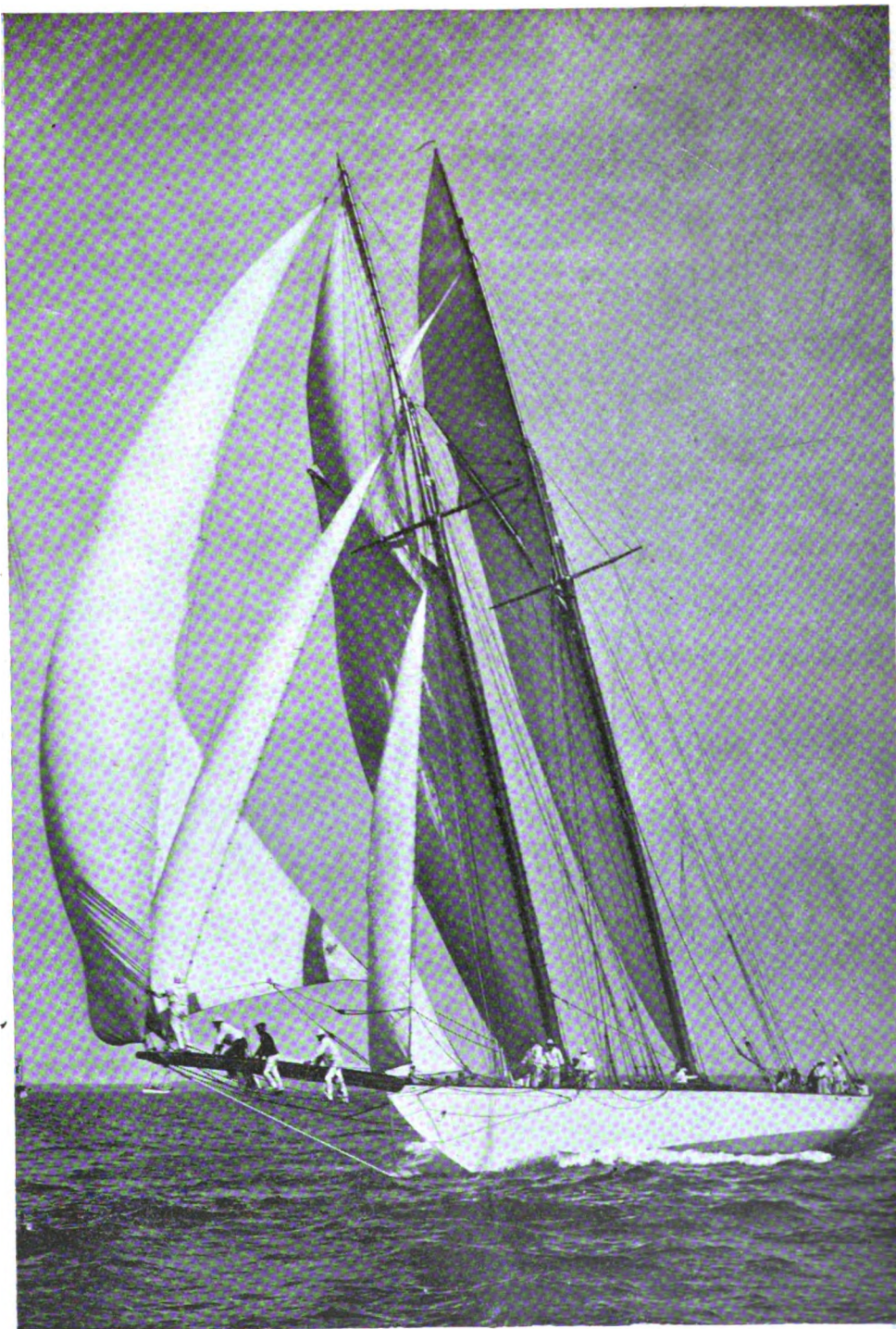


**GEO. W. GARDNER.**  
Ex-Commodore Cleveland Yacht Club.



**F. E. BARNES.**

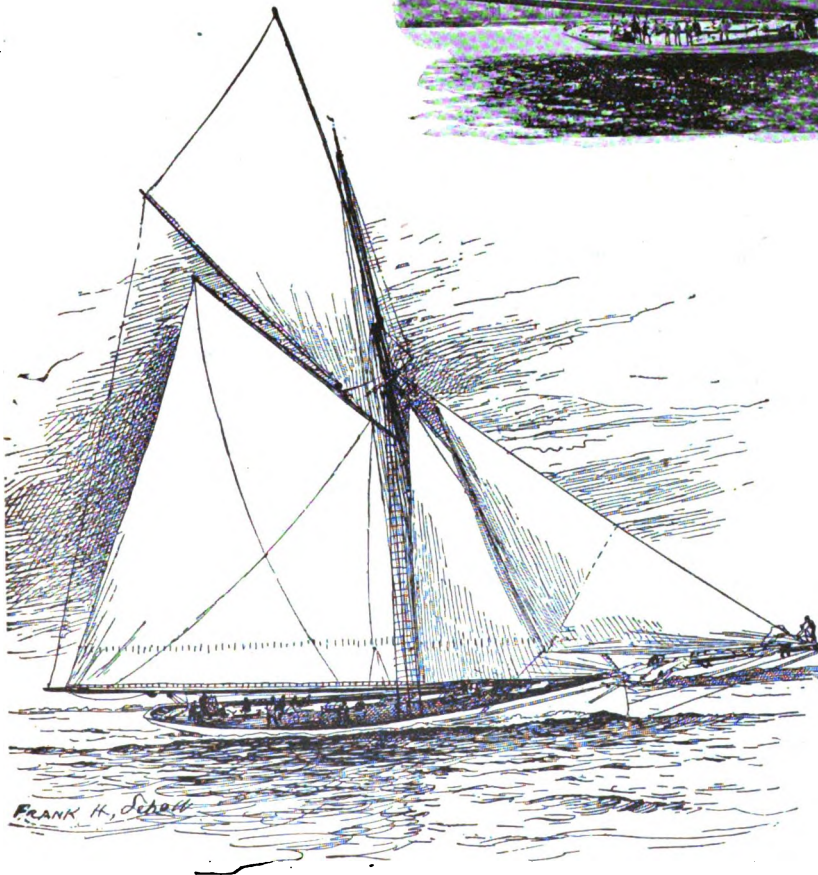
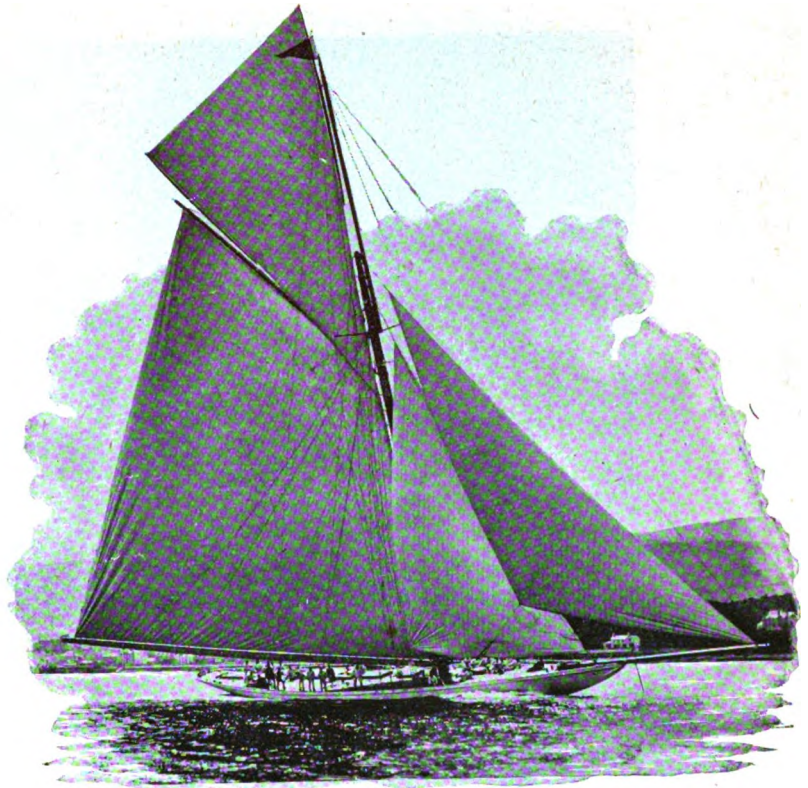




Schooner formerly COLONIA now CORONA,  
Owned by Commodore L. C. LEDYARD.



VALKYRIE III,  
Lord Dunraven's  
defeated yacht.



Schooner  
MAYFLOWER,  
was Schooner owned by  
W. AMORY GARDNER.



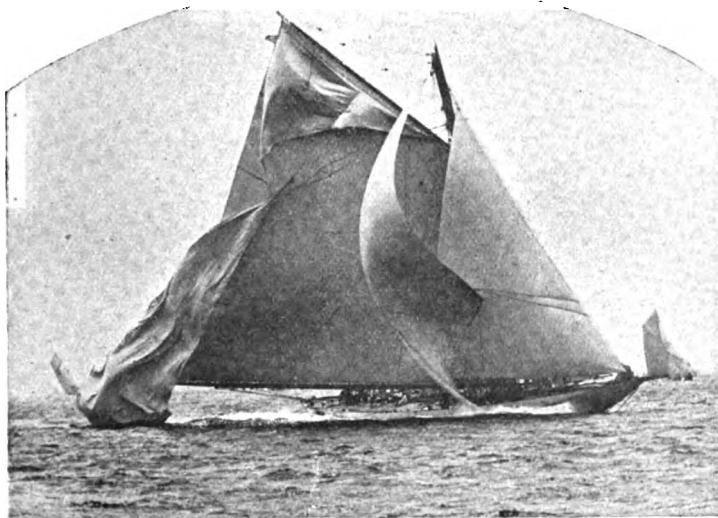
Schooner **DAUNTLESS** in Gale crossing Atlantic Ocean, race against **CORONET**.



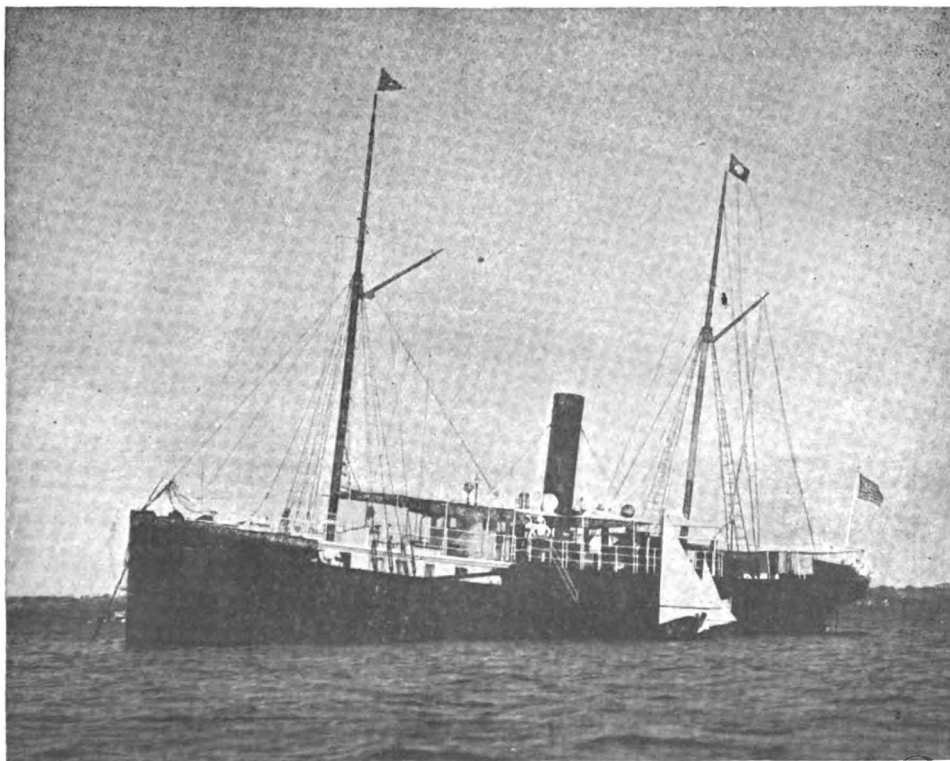
Schooner **LASCA**, now owned in England,



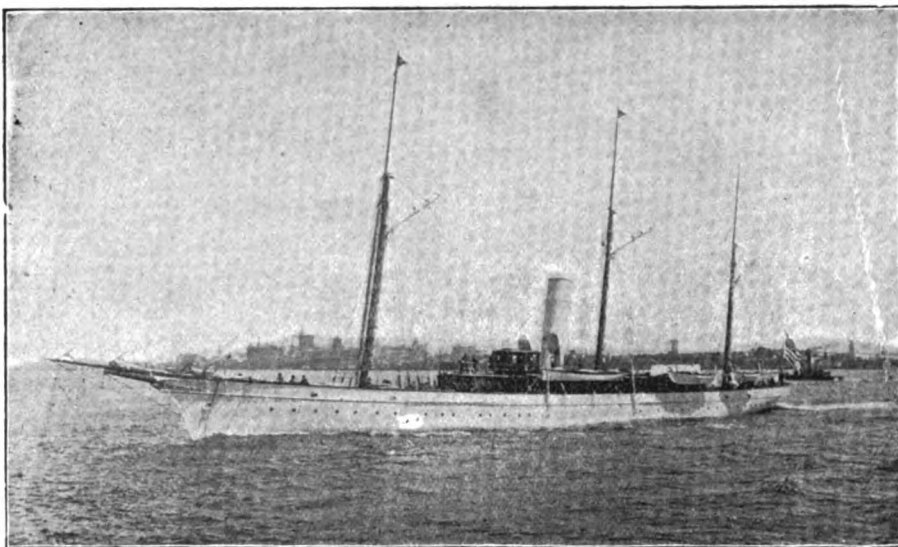
COLONIA and VIGILANT off Sandy Hook (trial races, 1893).



**VIGILANT** carrying away topmast in Long Island Sound.  
 Race of Larchmont Yacht Club. Photo by Fred, R. Flint.



**SCYTHIAN.**

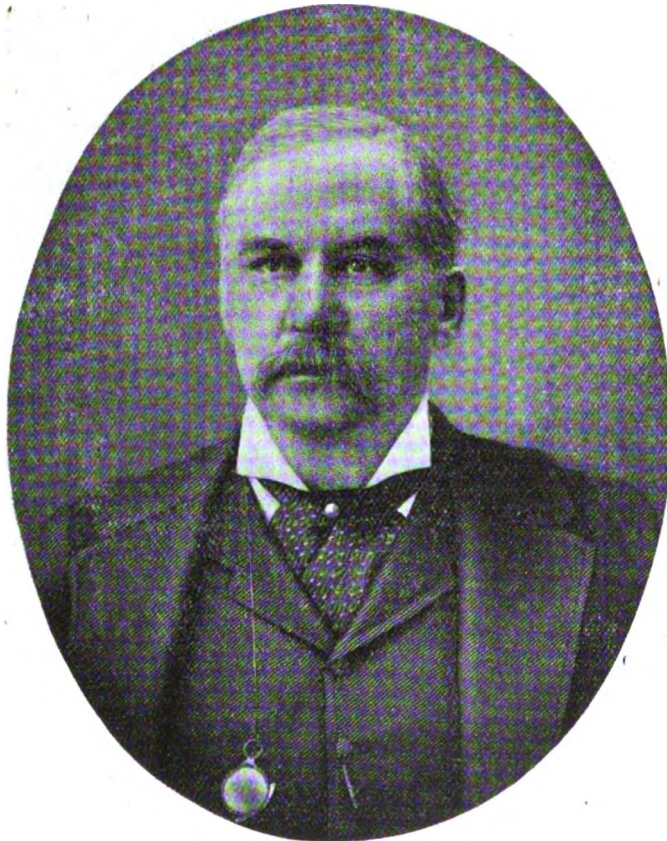


**ATALANTA**, owned by Geo. Gould.



**Racing Yacht of Bermuda.**





EX-COMMODORE J. PIERPONT MORGAN.

## EX-COMMODORE J. PIERPONT MORGAN.

One of the representative yachtsmen of America is J. Pierpont Morgan, one of the leaders of the banking interests of this country, whose name is known all around the world as a financial power. He has figured prominently in every important financial undertaking for many years past, and is essentially a typical successful American of the first magnitude, his family being among the oldest in the city. He was commodore of the New York Yacht Club, 1897-9, and has been an active member of that organization since 1882. His magnificent twin screw steam yacht *Corsair* is known everywhere. She has a gross tonnage of 1136.03, is 304 feet over

all, 262 feet on the water line, 33 feet beam, 20.6 depth of hold, and draws 15 feet of water. She was designed by J. Beaver-Webb and built by T. S. Marvell & Co., of Newburgh, N. Y., in December, 1898. He also owns the *Algonquin* (formerly the *Gadabout*), a handsome auxiliary screw schooner, designed by J. Beaver-Webb and built by Aug. Cantlin of Montreal, in 1892. She is 98 feet over all, 78 feet water line, 17 feet beam and draws 10 feet of water. Both these boats are fitted regardless of expense and in the most excellent taste, and are ranked among the representative and solid American craft. Personally Mr. Morgan is one of the most charming of men; modest, unassuming, approachable, and an enthusiastic yachtsman clear through. He is a member of the New York, Atlantic, Eastern and Seawanhaka-Corinthian clubs.



**EDWARD BURGESS,**  
 Designer of the Mayflower, Puritan, Volunteer and other  
 successful defenders of the America's Cup.



**WILLIAM III., EMPEROR OF GERMANY,**  
 Owner of the Meteor, and the great Yampa.





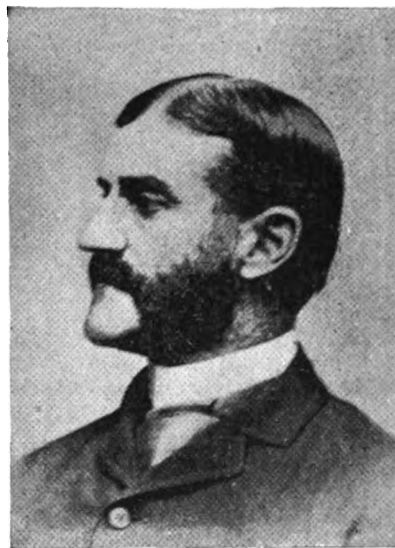
THOMAS MANNING.  
THOMAS MANNING.

What the Stud Book is to the turf, Manning's Yacht Register is to the yachtsman. Not only the Corinthians and others of this country, but the yachtsmen of the world find it their handbook of the American sport as regards ownership, dimensions of boats, types, clubs, etc. The information is recognized as up to date and reliable, and is placed in such a form that, taking the name of the craft, everything connected with it follows on a line across the page. It is in the hands of every yachtsman from the sandbagger to the palatial steamer. Such excellence has not been the growth of a night.

Mr. Manning first conceived the idea of publishing a book and establishing an agency in 1873, when yachting. He had owned yachts and knew the requirements of those who owned and sailed boats as to information on measurements, dimensions, etc., of boats owned by others. He consulted many prominent men for ideas. Some would suggest one thing, some would another, and after hearing all sides he came to a useful conclusion. At that time people would send and ask him if he would not sell certain boats for them, and he allowed boat-sellers and buyers to post notices in his office, until he finally concluded to publish the book on yachting and establish the agency. From year to year he has improved it, until now it is about perfection.

The most prominent yacht clubs in the country and elsewhere now correct their club books by Manning's Annual, which is not only standard but official. Each year its importance has been more clearly recognized, and each year it has moved along lines of still greater information and condensation. Mr. Manning personally is a hard worker and a practical expert on all yachting information. His long ex-

perience has given him a plethora of data and fact not often met with, and he is as delighted to disburse it when called up as to add still further to his store. Few men have a wider acquaintance in yachting circles and none are more highly esteemed. His offices at 45 Broadway are handsomely furnished and decorated with model boats of all classes in a very unique and elegant manner, which is a source of never ending interest to visitors.



S. NICHOLSON KANE.

An active yacht organization man is represented by S. Nicholson Kane, of the New York Yacht Club. The best proof of his executive ability in marine matters is best shown by the constant calls to office which he has received. He was Commodore of the New York Yacht Club, 1877-9, vice-Commodore in 1876, rear Commodore in 1875, was one of the Regatta Committee, 1880, 1890 to 1895, with Chester Griswold, Oliver Iselin, Irving Grinnell, Gouverneur Kortright, and others during the momentous and rather unpleasant but important happenings within those years, handling many contests for the America Cup. He has also appeared on the Committee on Admissions and was Chairman of the Regatta Committee in 1890. He is exceedingly popular in national yachting circles, and is esteemed a high and accurate authority on all matters pertaining to the sport, its management, and surroundings, from the formation of a club, to handling a first class regatta. Such a man is invaluable to a prominent organization.

### EX COMMODORE JAMES D. SMITH.

Among the schooners enrolled in the New York Yacht Club none is better known than the Viking, now the property of James D. Smith. The Viking was designed by J. B. Van Deusen and was built by C. & R. Pollou, of Brooklyn, N. Y., and was rebuilt as by Smith & Terry, of Greenport, L. I. Her dimensions are: Length over all, 108 feet; length on the water line, 88 feet; breadth, 23 feet 6 inches; depth, 8 feet, and draught, 6 feet 6 inches. Her gross tonnage is 100.20, net 95.19.

She is built on perfect lines and is as staunch a vessel as one could desire, and is equally useful for pleasure cruising as for racing purposes. She is the pride of her owner, who



**EX-COMMODORE JAMES D. SMITH.**

Is as an enthusiastic yachtsman as one would wish to see.

He has been a member of the New York Yacht Club for twenty-seven years, having been elected March 27, 1873. That his sterling worth was appreciated by his fellow-members is proved by his record of faithful services. He was Rear-Commodore in 1880, Vice-Commodore in 1881, Commodore 1882-1883, a member of the Regatta Committee in 1884 and a member of the Committee on Admissions in 1885 and 1886. In addition to the Viking he has owned the twenty-foot catboat *Le Bijou*, the fifty-four-foot sharpie schooner *R. J. Taylor*, the 100-foot steam yacht *Julia*, the ninety-foot schooner *Estelle* and the seventy-five-foot sloop *Pocahontas*. The last named was designed and built in 1881 by David Kirby, of Rye, N. Y. Her dimensions are: Length over all, 71 feet 11 inches; length on water line, 67 feet 10 inches; breadth, 21 feet 6 inches; depth, 7 feet; draught, 6 feet 7 inches.

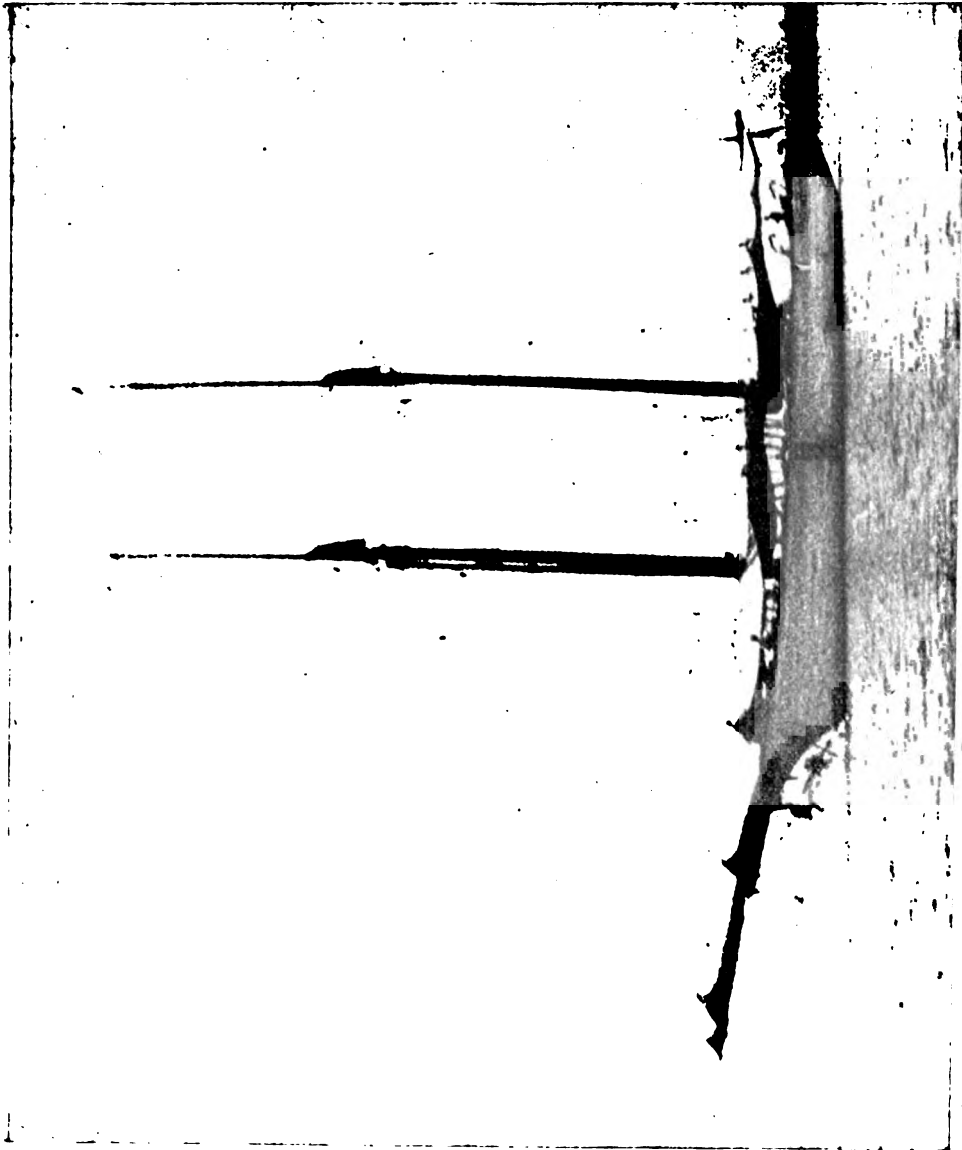
James D. Smith, who is so prominent in yachting circles, is a native of the Granite State, having been born in Exeter, N. H., November 24, 1832. He has always evinced an interest in yachting, and was elected a member of the New York Yacht Club March 27, 1873. He has always taken an active part in the club's affairs and has filled many positions of honor and trust. For thirteen years he was the chairman of the America's Cup Committee of the New York Yacht Club, and during the period of his service the cup was successfully defended against the following English challengers: *Galatea*, in 1886; the *Thistle*, in 1887; *Valkyrie*, in 1893, and *Valkyrie III.*, in 1895.

As Commodore, James D. Smith is known the world over. He is also a member of the Atlantic Yacht Club, the Stamford Yacht Club, and the Riverside Yacht Club. His summer residence is Stamford, Conn.

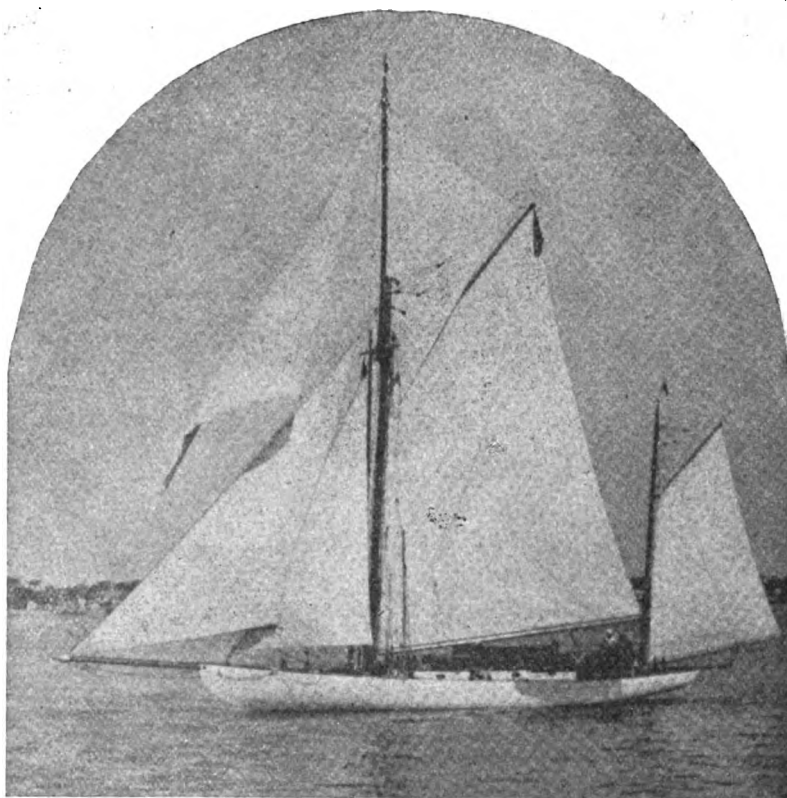
He has made his mark in the financial as well as in the yachting world. A born financier, he soon drifted into the financial world, and established the banking firm of Jameson, Smith & Cotting, later James D. Smith & Co., which firm has for thirty years held a leading position amongst the great banking houses of this country. As a recognition of his ability he was twice elected President of the New York Stock Exchange, filling the position in 1885 and 1886. His fellow statesmen elected him Treasurer of the State of Connecticut in 1881, and from 1894 to 1897 inclusive he was President of the City Council in Stamford. He is a member of ten clubs and a director in several corporations. He is a ready debater, a good writer and a fluent and graceful speaker and a man of great energy and force of character. His political and business career have won for him the admiration and respect of all who have come in contact with him. His efforts in behalf of yachting have done much toward popularizing and preserving American traditions on the sea.



One of the oldest and most esteemed members of the New York Yacht Club, is Mr. Philip Schuyler, who was elected May 6, 1858, and since then has done, continuously, much good and valuable executive work. Although not of late years a yacht owner, he still retains his familiar blue and white private signal, 1180, and is counted in among the Newtons of the fleet. He was an active and valued member of the Regatta Committees of 1869, 1870, 1871, was on the Committee on Admissions in 1876, and the House Committee in 1872. His opinions are highly valued, and he is prominent at all important functions of the club.



THE VIKING.



POLLY.

### CHESTER W. CHAPIN.

Chester W. Chapin, of New York, is another yachtsman who is as shy as a mermaid when it comes to talking about his personal affairs, and upon whose lips old Neptune seems to have put the seal of silence regarding his experiences upon the water. The taciturn wisdom of the clam ashore and the unconfined volubility and jollity of the tar afloat are characteristic of the yachtsman. The greater the number of boats owned and the more money spent for sport, the less information is freely furnished. However, we have learned something about Mr. Chapin. He is one of the few private individuals, who can own, and, after long use, sell a yacht to the Emperor William of Germany, as the Yampa was sold. Mr. Chapin has been engaged in boating and yachting since he was a boy, and is now a member of the New York, American, Seawanhaka, Larchmont and Corinthian Yacht Clubs, and how many others we do not know.

The Yampa as a weatherly all-around boat, both for speed and comfort, let the weather be fair or foul, was and is out-ranked by none of the craft now sailing. This yacht, a steel schooner, was designed by A. Cary Smith, and built by the

Harlan & Hollingsworth Company, Wilmington, Del., and launched in 1887. Her dimensions were: Length over all, 135 feet; water line, 110 feet; breadth, 27 feet; depth, 18 feet 8 inches; draught, 13 feet 7 inches; gross tonnage, 170.81; net tonnage, 161.80.

The Yampa under the ownership and flag of the Emperor William, and now sailing under the name Iduna, remains the same, a craft typical of the art and skill of the American designer and builder. She belongs rather to the tossing sea than the quiet bay, and goes upon the record as the peer of other such craft as the America, Dauntless, Henrietta, Fleetwing, Sappho, Coronet and Iroquois.

An illustration of the Yampa in cruising rig follows:

At different times Mr. Chapin has owned and sailed various yachts in many waters, among others the Wave, the Julia (now the Iroquois), the Whim, the Sappho, the Edith, the Le Roi, the Ilka and the steam yacht Venture. He is now keeping company with the Polly, lying somewhere off Thirty-ninth street, Brooklyn. The Polly is yawl rigged; gross tonnage, 28.04; net tonnage, 21.89; length over all, 61 feet; water line, 42 feet; breadth of beam, 16 feet; depth of hold, 6 feet 9 inches; draught, 5 feet; centre-board. Here is a little boat



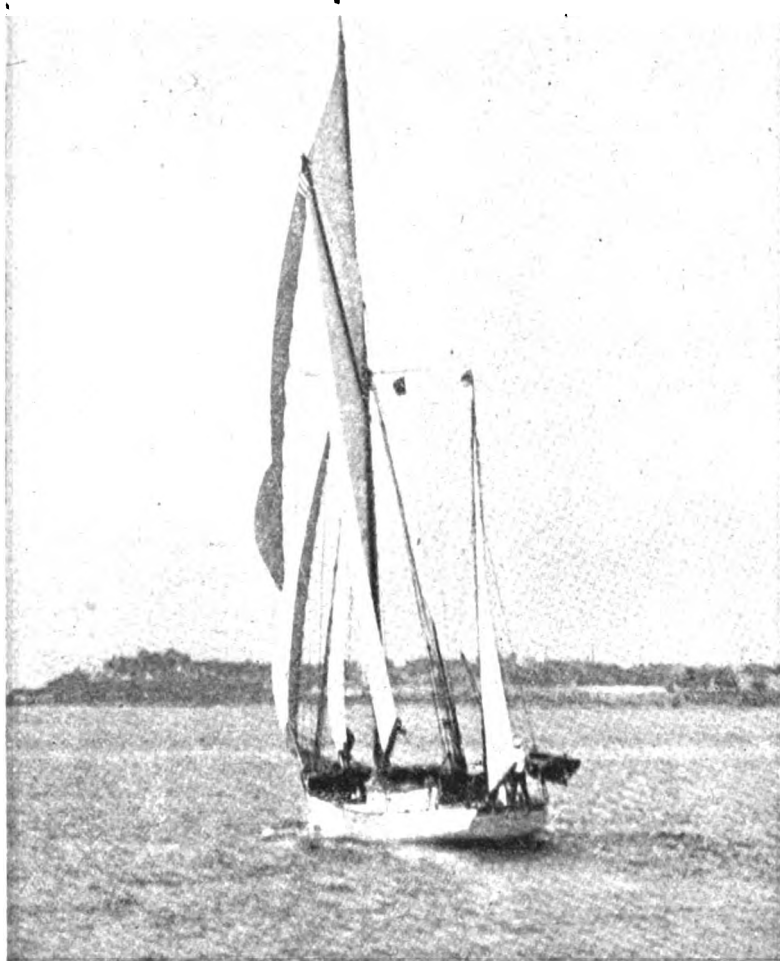


POLLY.

as yachting parlance goes, but for comfort and stability, estimated by the square inch, she yields to none. As Mr. Chapin said the other day, when we had the pleasure of a sail with him on board the Polly:

"Oh, well, you boys want big boats, and so do I; but, after all, a snug little thing like this is the boat. Where can you get any more comfort? Do you know, when I told my sailing

master to bring the Polly up from Florida in winter, around Hatteras and in continued nasty weather, I had the boat insured for the benefit of the master's family and the crew. You ought to have witnessed my surprise when the Polly sailed into New York Harbor after this voyage with never so much as a rope's end missing. The master, upon his arrival, when I asked him what kind of a trip he had had, said:



**POLLY.**

"Why, I wore slippers on deck all the way, and my feet were not once even damp." Yachting masters may occasionally spin a yarn, but here you are on board the Polly." The Polly, like the Yampa, Julia, Whim, in fact, all of Mr. Chapin's yachts and steamboats, was designed by A. Cary Smith.

Mr. Chapin knows his boats forward and aft, from keel to peak, and, better than all, cannot only box the compass but can take his own observations and navigate his own vessel, whatever and wherever the water. This all yachtsmen cannot do.

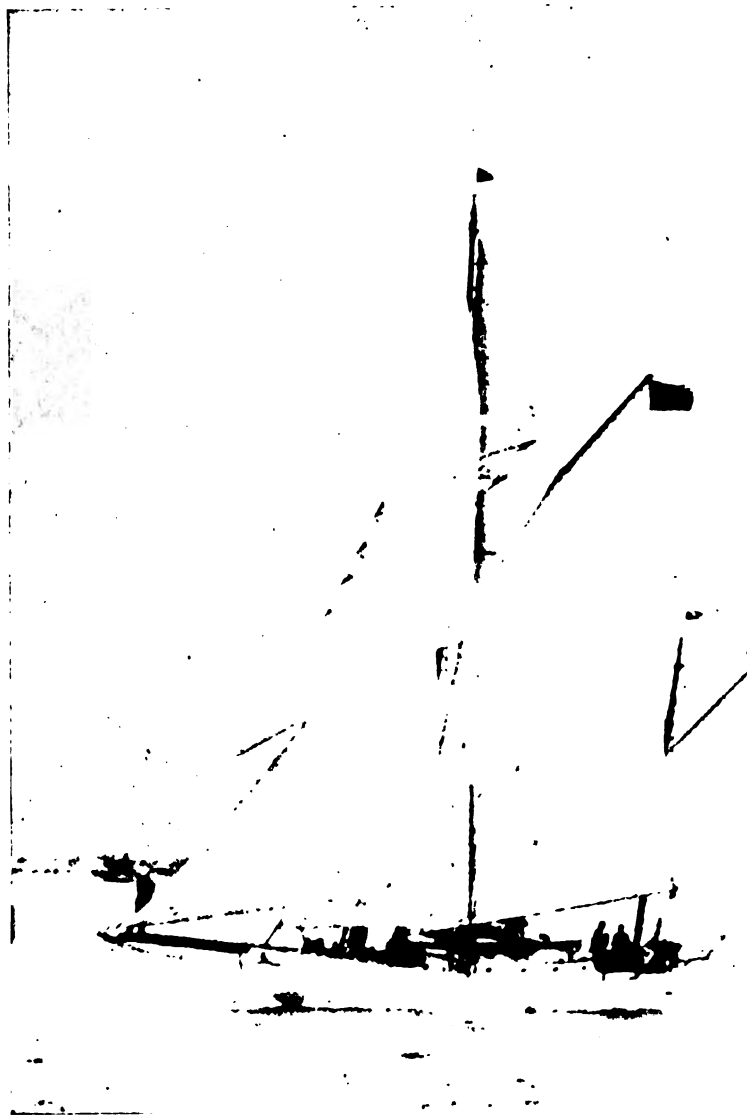
Of course the sideboard and the galley need no comment; but here are a few illustrations of the Polly, both exterior and interior.

Besides being a sailor for pleasure, Mr. Chapin further perpetuates his nautical tendencies as the principal owner of

the New York and New Haven Steamboat Line. His father was the founder of the line, and for years was the intimate friend of Commodore Vanderbilt. If all the stories told of these comrades happening in the old days, and which have been classical, could be told again a book might be written. The Chapins are from Springfield, Mass., and the Boston and Albany Railroad is no less a monument to the elder and younger Chester W. Chapin than the New York Central and Hudson River Railroad is to the elder and younger Vanderbilts.

The Richard Peck has been for years the acknowledged fastest boat on the Sound. Only recently the Peck has been joined by the Chester W. Chapin, the latest addition to the New Haven fleet, guaranteed to maintain a speed of twenty-one and a half miles per hour.





POLLY.

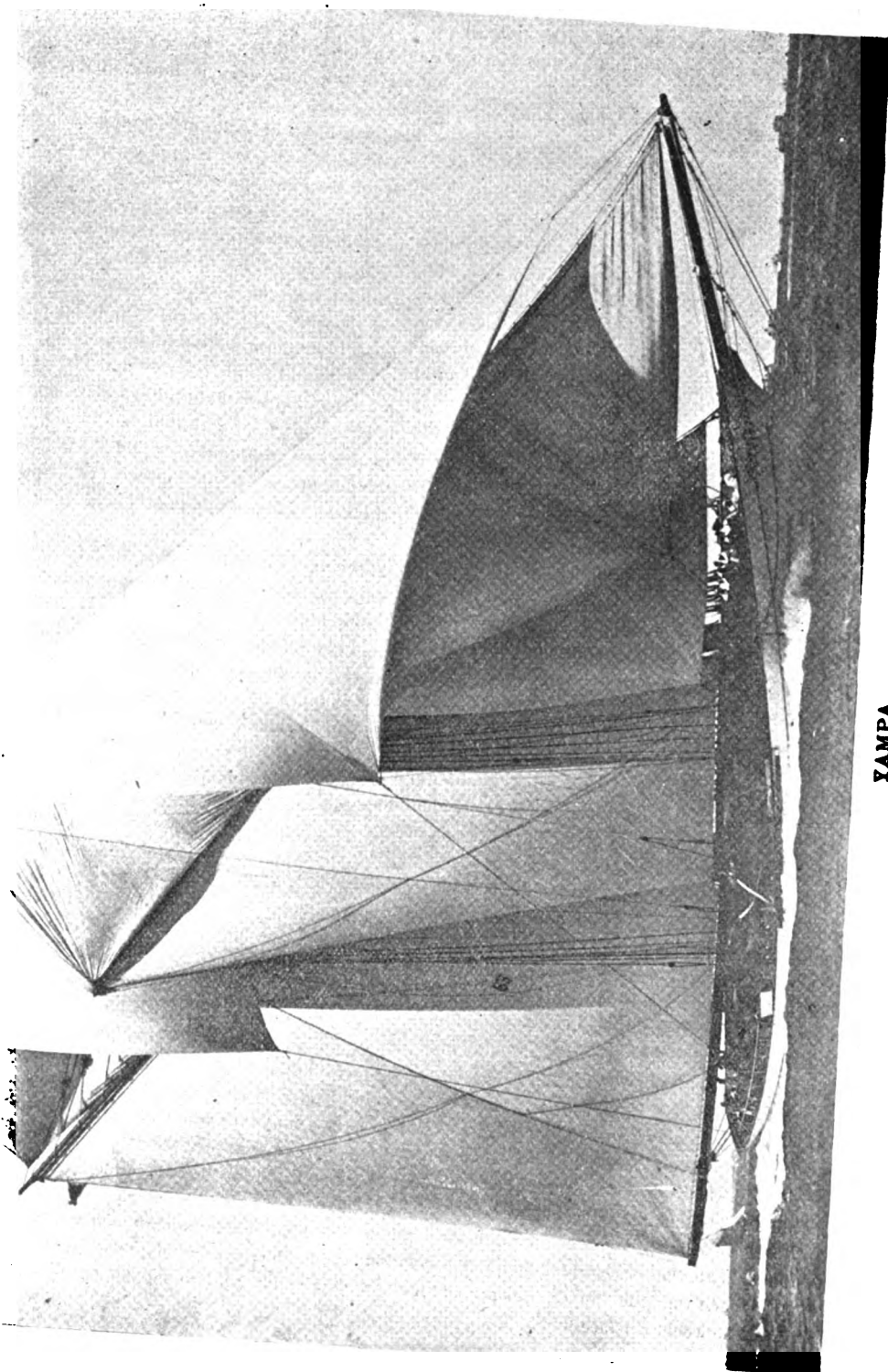
### THE SCHOONER YAMPA.

This well-known vessel is an evolution from the shoal draught schooner Whim, the first boat designed for Mr. C. W. Chapin by A. Cary Smith. Whim was a very successful vessel, but after a cruise to Florida her owner found that he wanted a larger and deeper boat, and as the Whim was built to suit him he gave the designer free rein, only stipulating that the new boat should be eighty feet L. W. L., and a purely sea-going vessel.

This vessel was the present Iroquois, widely known as one

of the very few vessels that went through the dreadful blizzard of '88 without injury. She went on a cruise to the West Indies under a small rig, but her success was so pronounced that a large rig was ordered, and on her return she was fitted with much longer spars and more area of canvas. She was then raced with very fair success, though she was very strongly built and no attempt had been made at a light construction.

She proved rather small for the use that Mr. Chapin intended her for, and he then sold her to T. Jefferson Coolidge, of Boston, and gave an order for a vessel of 110 feet L. W. L.



YAMPA.

In this case, also, no suggestion was made to the designer except that of length, and that she was to be a keel boat and a seaboard pure and simple.

After due consideration the general dimensions were determined, 110 feet L. W. L., 124 feet on deck, 27-foot beam and 18 feet 6 inches draught.

As the beam was the most extreme that had been given to a sea vessel, the keel was made only eight inches wide, to do away with surplus stability. The cross section of the Yampa has the elements of that of the famous Columbia of 1890, without the great draught of that flier. The greatest beam is near the deck, and the bilge is very faint, and the curve from the bilge toward the keel is very gradual. In fact, there is no flat place at the keel, as is usual, but the curve ends at the bottom of the eight-inch bar that makes the keel.

This form is preserved as much as possible fore and aft, and this is what gives Yampa wonderful stability in disturbed water. In fact, she is called too stiff. This is owing to not taking out ballast when going to sea when she is laden with stores, coal, water, etc. She is designed so that she settles aft when at high speed, and she is wonderfully steady when scudding before a head sea.

This point is the weakness of many yachts. They must be hove to as soon as they meet a high sea, but from what men who have sailed on Yampa say there is no gale that she cannot be scudded through to safety.

Added to this power is the knowledge that, though she may carry away something when pressed over by the wind, there is no danger of a deep lurch. When the rail is in the water the stability is of that convincing kind shown by Columbia in the final race with the Shamrock—that is, an inclination does not retard the speed.

When Yampa was new she was a fast light-weather boat compared with the yachts of her time. One day, when the wind was fresh, she gave the famous Lasca the worst drubbing to windward she ever had during her extensive career both here and abroad. The first sea run she made, twenty-six hours from Sandy Hook to Hatteras, was a proof of what she could do with a really strong wind. The weather was very cold and the ice made so fast that the mainsail was taken in. Notwithstanding this reduction the run was a good one.

Again, when she was on the way from Havre she was sighted by an English steamer, the captain of which deemed it wise to run about a hundred miles off his course to avoid the sea. When the captain of Yampa was at the Custom House he fell in with the same captain, and in comparing notes the latter found that the Yankee schooner had made a famous run when he would not face it.

There was a compliment paid to her in England that falls to the lot of very few. She was cornered by a tug with a vessel in tow near a stone breakwater, behind which many yachts were anchored. It was a question if they should run the tug down or make a hazardous turn very close to the breakwater. She just cleared it, and was greeted with loud cheers from the crews of the yachts at anchor. There are not many cheers given for Yankee schooners. The memory of them, Sappho, etc., is yet recent and strong.

The great success of the Yampa led her owner to think that a steamboat could be designed that would be equal to the schooner. He then gave the designer of the Yampa an order to design a steamboat.

The result of this interview was the Richard Peck, and it is interesting to note that the displacement curve of the Peck is almost identical with that of Yampa. The latest addition to the New York and New Haven fleet is the Chester W. Chapin, named after her owner, and built on lines similar to the Peck and of equal speed.

The idea that there could be any similarity between a yacht and a vessel to carry freight and passengers was ridiculed at the time by all builders of such vessels, but the inexorable logic of events showed how totally wrong they were and how ignorant of their own business, for the Richard Peck is the most successful vessel financially on the Sound, besides being called the most speedy.

The Yampa is now owned by the Emperor of Germany, who thus showed his appreciation of the finest schooner afloat, passing by all native and English talent to honor the genius of an American.

To be selected in this way is a fitting crown to the performance of this vessel that has never failed in all her trials of wind and water.

Her many friends are happy when they think that when her days of youth are passed she will be laid up in honorable retirement, where the triumphs of the past will not be forgotten. We trust that her old spars may be treated with the reverence shown to a spinnaker boom that belonged to the old Mischief. It was the custom of Mr. J. R. Busk, than whom a better sportsman never trod a deck, to give a dinner at stated times to a select few. After dinner a small fire was made of a piece or two of that spinnaker boom, while the party sat in silence around the fireplace and saw pictures in the swirling smoke that recalled the many glorious days they had shared together—days when the sun was blazing hot, and some when the chill cold winds had borne to them the shrill whistles of triumphs when they defeated the Atlanta, that vainly tried to get the America Cup.

## WILLIAM GOULD BROKAW.

William Gould Brokaw, whose prize-winning schooner yacht *Amorita* flies the pennants of the New York, Larchmont, Atlantic and Seawanhaka-Corinthian Yacht Clubs, is one of the youngest and wealthiest of New York's racing yachtsmen.

Born at Newark, N. J., in 1868, he began his yachting career very early. Before he was ten years old he could sail a catboat on the Shrewsbury River. His parents then lived at Elberon, and young Brokaw used to sail races in the 22-foot racing cat *Thorne* against the *Effe*, another sandbagger. His first schooner was the *Whim*. After racing her with fairly good success for five years he sold her and bought the Burgess designed schooner *Viator*. By a judicious expenditure of money he had the *Viator* so improved over her original form that he won eighty-six prize cups with her, sailing her most of the time himself.

Being of a progressive nature, young Brokaw, full of the true sporting spirit, soon became convinced that a 70-foot schooner was the proper kind of racing craft to awaken new enthusiasm, so he commissioned A. Cary Smith to design him a world beater—the *Amorita*.

With a beautiful model, sails that were as near perfection as could be, and a crack crew, the *Amorita* certainly astonished old racing men by walking away with 125 cups, including, in 1899, the Morgan and Astor cups off Newport, seven-

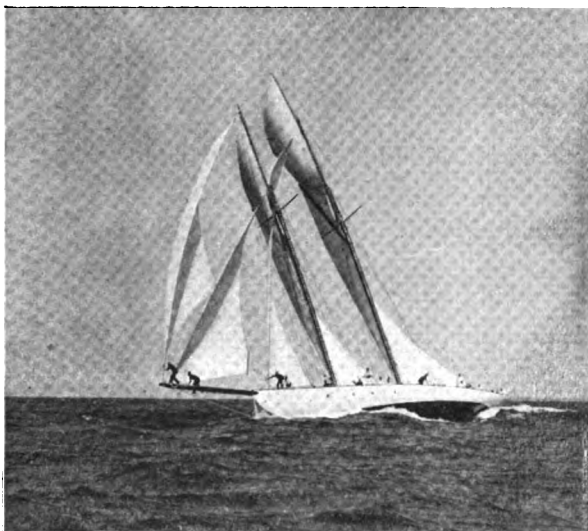


WILLIAM GOULD BROKAW.

Capt. Brokaw presented a cup to the *Columbia* in her first trial race on September 4, 1899, against the *Defender*.

Besides being a thorough yachtsman, W. Gould Brokaw is an excellent wing shot. In 1889 he won the Grand Prix des Cannes Cup and 10,000 francs. His shooting record shows a score of 187 birds killed out of a possible 200.

At High Point, N. C., he has a splendid shooting box of 1,000 acres, and he holds a lease of 30,000 more acres. The place is one of the finest in the South. It includes a fine mansion, standing in what is known as Fairview Park, a polo field, a half-mile race track and golf links galore. His polo ponies are kept in a stable 400 feet long. He also owns some 125 dogs of various breeds, chiefly pointers, however, and some fine kennels, in which they are kept. This magnificent hunting ground, which is soon to be stocked with deer, is 1,400 feet above the level of the sea.



AMORITA

teen first prizes at Larchmont and the Bennett Cup at the New York annual regatta.

Those who witnessed the finish of the race for the Astor Cup off Newport that year between the *Amorita* and the *Colonia* are not likely to forget it. Approaching the finish line nearly close-hauled on the port tack, the *Colonia* was a length in the lead, with the *Amorita* scarcely a length to leeward, her bowsprit just lapping the other's lee quarter. Suddenly the smaller schooner seemed endowed with new life. She began walking through the *Colonia's* lee, and in five minutes or less she was out clear and eating her way up to windward across the big schooner's bow. Yachtsmen could hardly believe their eyes, for the wind was steady, and apparently all in the *Colonia's* favor, but she was beaten by 8 minutes 23 seconds elapsed and 12 minutes 55 seconds corrected time. The *Amorita* also defeated the *Quissetta*, her old class rival, that day by 1 minute 7 seconds.



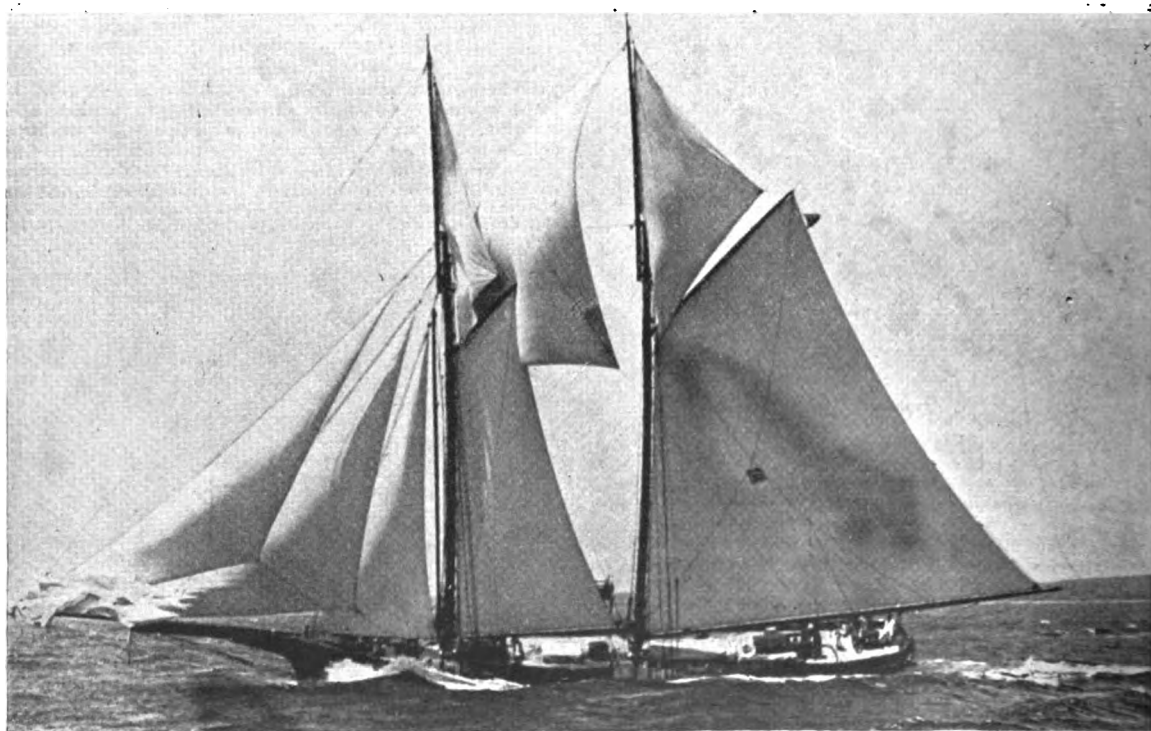
BENNETT CUP.

## HENRY C. WARD.

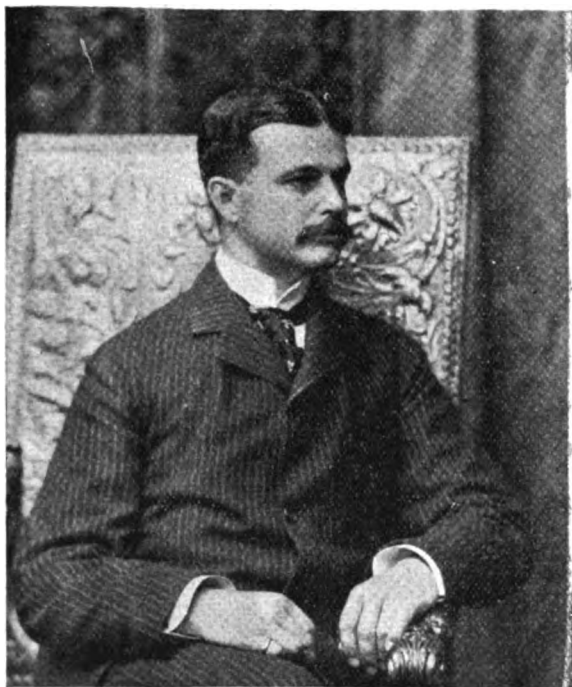
Clytie is a centreboard schooner yacht owned by Henry C. Ward, ex-Vice Commodore of the New York Yacht Club. She was designed and built by C. E. Ketchum, of Stamford, Conn., for Wm. Brooks, of Stamford, and was launched in 1877. Her dimensions are 85 feet over all, 78 feet 4 inches water line, 21 feet 8 inches beam, 8 feet depth of hold and 9 feet draught. Her gross tonnage is 60.08, and her net tonnage is 58.08. She was rebuilt in 1890, and her dimensions are, length over all, 85 feet, water line 78 feet 8 inches, breadth 21 feet 8 inches, draught 9 feet. While Clytie is a speedy yacht and her lines are such as to call forth praise from every yachtsman who has looked her over, she is used more as a cruising craft than for racing purposes. Her last appearance as an active participant in a race was in the annual regatta of the New York Yacht Club, held June 11, 1895. She was entered in the second class for schooners, and her competitor was the Emerald, and the latter won. Mr. Ward, her owner, is a most enthusiastic yachtsman, and has taken an active part in the sport for eighteen years. He was elected a member of the New York Yacht Club February 2, 1882, and in 1895 he was elected Vice-Commodore of the club and served for two years. He is now a life member of the club. That he should have been elected to such a position of honor showed the high esteem in which he was held by his fellow clubmates. He was a member of the Committee on Admission in 1886, 1887, 1894, and is at the present time. Mr. Ward's private signal is black and red, with a white arrow extending diagonally across the flag.



HENRY C. WARD.



CLYTIE  
68



**A. E. TOWER.**

One of the stanchest and most seaworthy yachts enrolled in the fleet of the New York Yacht Club, is the English built, brigantine rigged steam yacht *Eri-King*, owned by A. E. Tower, of Poughkeepsie, N. Y. During the last international yacht race between the *Columbia* and *Shamrock*, the *Eri-King* attracted a great deal of attention daily by her trim and ship-shape appearance.

Besides a square foresail, topsail and topgallantsail, the *Eri-King* carries a fore staysail, a jib and flying jib, also a fore and main spencer, and a main gaff topsail. Her accommodations below are up to date in every way, and quite in keeping with the owner's tastes as to furnishings and decorations.

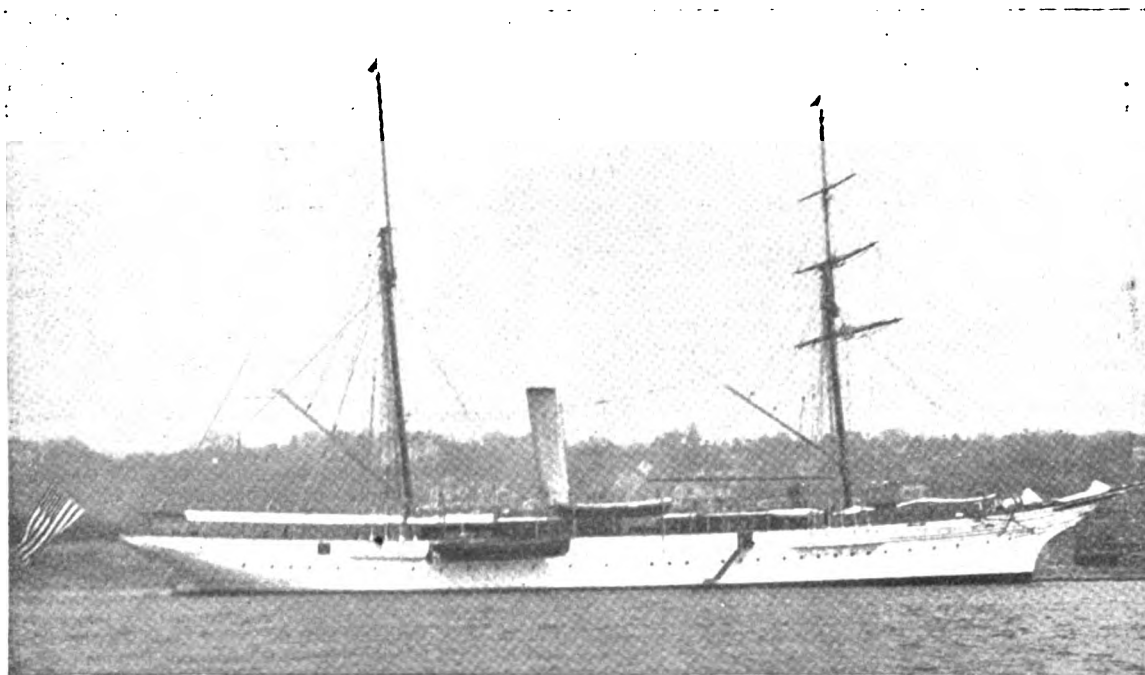
The main saloon is 15 feet in length, and it extends the full width of the yacht. It is finished in mahogany, and other dark woods, and is fitted with a handsome mantel and fireplace, a piano and several sideboards and cabinets. There are five state rooms on the starboard, and the same number on the port side, each finished in oak or sycamore with panels of figured silk and satin. On the same deck forward is a roomy athwartship state room and bathroom, while in the extreme bow space is a luxurious office and lounging room, in which is a safe, a large desk and leather covered upholstery.

The owner's state room is a handsomely furnished apartment, containing a richly canopied bedstead with a mahogany wardrobe and dressing case, and with a door leading into a modern bath room.

The forward part of the deck house is occupied by a smoking room, having six plate glass windows. Its interior is finished in oak, and the cushions in green leather. Leading out of this apartment is a reception room from which the main saloon is reached by a stairway. The after part of this deck house is the navigation room. A powerful search light is placed on the bridge, also a steam steering wheel, a binnacle and a chart table.

Below, abaft the engine room, the quarters for officers and

**A. E. TOWER.**



**ERI-KING.**





### SALOON

crew is located; a spacious ward room, with six state rooms for the officers and separate quarters, including a galley for the crew of twenty-seven men, which is her full complement. The Earl-king is well found in boats for she has, besides a gig, cutter and dinghy, a splendid twenty-six foot naphtha launch of ten horse power, and a steam launch. Her engines are of the triple expansion type with cylinders 16, 26 and 42 inches diameter respectively and with 27 inches stroke of piston.

Mr. Tower's private signal is a red burgee having for its centre a blue star on a white ground. The Earl-king's principal dimensions are :—Length over all 200 feet; beam 26 feet 2 inches; draught 14 feet. She was built by A. H. Davis, at Leith, Scotland, in 1894. She was designed by St. Clare Byrne. Mr. Tower has owned, besides the Earl-king, the steam yacht Zara, the schooner Lady Evelyn, and the cutter Needle. He also owns the fast ice yachts Great Scott, Helena and Dutchess. They fly the pennant of the Hudson River Ice Yacht Club, of which their owner is a member. He is also a member of the New York Yacht Club, the Metropolitan, New York, and Ardsley Clubs and the Hudson River Ice Yacht Club.

Mr. A. E. Tower built under his own direction the magnificent yacht Alberta, which he afterwards sold to Commodore Clarence A. Postley, who, re-named her Colonia. She

was the flagship of the Larchmont yacht club in 1900.

Mr. Tower is a recognized lover of athletic sports, and it is his pride and pleasure to own the best yachts and to always navigate them himself. He is also a practical thorough going business man o. large affairs, and his home is one of the handsomest in Poughkeepsie, N. Y.

### HARRISON B. MOORE.

Commodore Harrison B. Moore first became interested in yachting at the time when the Lake George Yacht Club was organized in the 80s. He then purchased the 56-foot steam launch Pampero, which was built by T. F. Rowland, of the Continental Works, to compete for the prize offered at the Centennial Exposition in Philadelphia in 1876, but was not finished in time to go into the competition. Mr. Moore experimented with her until she was the fastest boat of her class. In 1888 a syndicate in New York built a boat of the race was over a ten-mile course, three miles of which was same dimensions to race the Pampero on Lake George. The run in eight minutes and forty-four seconds, the highest speed ever attained on Lake George, the Pampero winning the race and covering the distance in thirty-one minutes and twenty seconds.

He continued to experiment with the Pampero until 1892 or '93, when he built the first Marietta, now called the Albacross. Two years later he built the second Marietta, now called the Lilwellyn, and in 1897 the present Marietta, which is said to be handsomest and fastest yacht in the fleet of the New York Yacht Club. She has covered the course laid out by the Government on the Hudson between Hastings and Irvington, everything favorable, in 2 minutes and 58 seconds, which is the best record ever made over the course by a cruising yacht. She beat the Mary Powell on her trial trip, and has also beaten the Monmouth and the Richard Peck.

At that test she used a propeller from the police boat Patrol, her own having been broken by a floating log a few days before. On board were E. Burgess Warren and Charles D. Mosher, the owner and designer of that marvelous little flyer, Ellide, were also on hand, as were Jacob Hess, Col. Jacob Nappert, Jr., O. J. Geer, Col. Harrison B. Moore, Jr., Gen. O'Beirne, Col. William Worth, U. S. A.; Thomas J. McIntyre, Samuel Taylor, Charles Lee, Dr. Race, Dr. J. W. Hyde, F. H. Brooks, John N. Robins, Col. W. D. Dickey, Col. T. J. Sloane, Hal Beard, Dr. Hopkins and William Fleischmann. She will probably be raced again with M. C. D. Borden's flyer, The Sovereign.

The Marietta is 173 feet over all, 18 feet beam and 11 feet hold, with flash deck. She was designed by H. J. Gillow, built by John N. Robins & Co., of Brooklyn, N. Y.

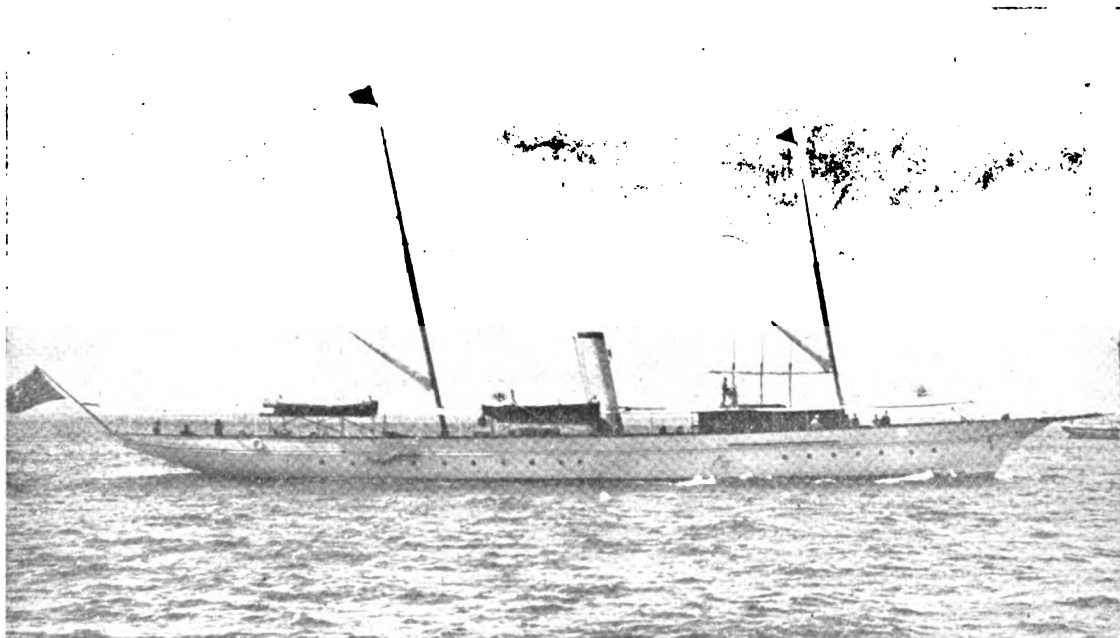
Mr. Moore organized the New York Lighterage and Transportation Company twenty years ago, and was president of it until November, 1899, when he sold his interest to the Lehigh Valley Railroad Company and retired from business, and is now devoting his time to yachting. While president of this company he made the models and designed all the tug-boats built by the company, and this practical knowledge, together with that gained in experimenting with the Pampero, has no doubt aided him in producing the particularly successful yachts referred to above.

He is now a member of the New York, the Larchmont and the Atlantic Yacht clubs and the New York Athletic Club, and is also Chairman of the House Committee and Committee on Club Stations of the New York Yacht Club, and trustee of the Atlantic Yacht Club.

In the 60s Mr. Moore became interested in military affairs and rose from private to Major; was one of the organizers of Company I of the Forty-seventh Regiment, N. G. S. N. Y., at one time its Quartermaster, ranking Lieutenant; later was made Quartermaster of the Eleventh Brigade, ranking Major, and after that Commissary of Subsistence of the Third Brigade, ranking Major. He has served on Col. David E. Austin's, Gen. W. H. Brownell's Gen. E. S. Molineux's and Gen. Rodney C. Ward's staffs.



HARRISON B. MOORE.



MARIETTA.

## ELIPHALET W. BLISS.

Eliphalet W. Bliss, owner of the splendid steam yacht *Felicia*, one of the fastest enrolled in the New York Yacht Club's fleet, is a self-made man in every sense of the word. Born at Cooperstown, Otsego County, N. Y., in 1836, he received his early education there at the public school, and when sixteen he was apprenticed to the firm of Metcalf & Livingston, machinists. At twenty-one he became a journeyman machinist, and at twenty-three was given the management of the Parker Gun Company's works at Meriden, Conn.

With Company I of the Third Connecticut Regiment he went to the front in the Civil war, and took part in the first battle of Bull Run. Upon his return from the war, Mr. Bliss, on a capital of \$1,250, began the manufacture of metal stamping machinery, which laid the foundation for the great fortune he has since accumulated. In 1866 Mr. Bliss married Miss Metcalf of Cooperstown, N. Y. Soon after he purchased sixty-five acres of land at Bay Ridge, on which his palatial residence stands to-day, commanding a magnificent view of New York harbor and bay. A circular observatory or tower, made of rough-hewn Quincy granite, which cost \$16,000, is a feature of the property. It stands on a bluff to the north-west of the house. The interior of the house is artistically furnished and decorated after the Renaissance period. The drawing room presents a faultless Louis XVI. interior.

Mr. Bliss is the organizer, president and controlling stockholder in the E. W. Bliss Company, which controls the patents of the famous Whitehead torpedoes; president and holder of the largest interest in the United States Projectile Company.

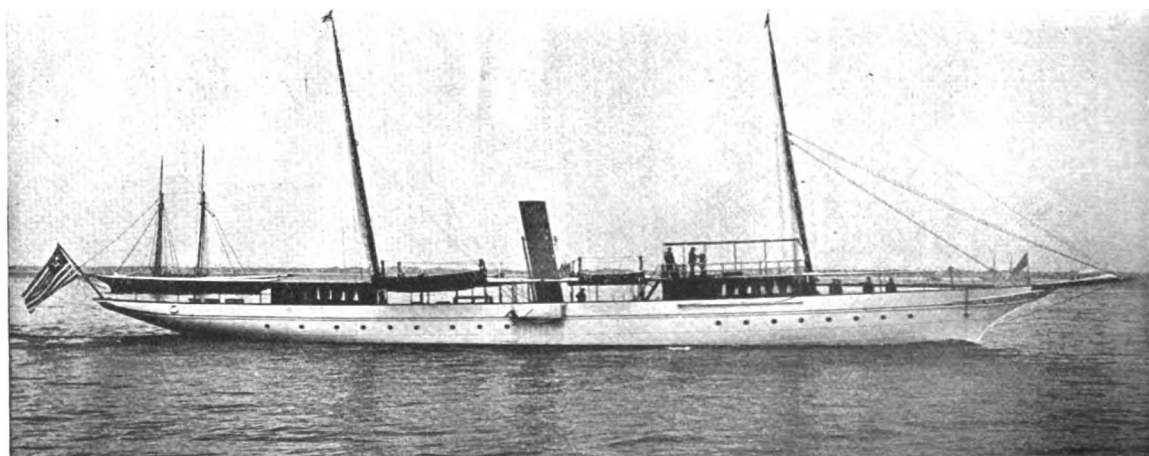
He is a member of the Metropolitan and Union League Clubs of New York, the Brooklyn Club, and the Ridge Club of Bay Ridge; also of the New York, Atlantic, Larchmont, Eastern and American Yacht Clubs.

The steam yacht *Felicia*, which is a remarkably handsome steel vessel, designed by Henry J. Gleadow, and built by the John Robins Co., at the Erie Basin. She was launched on April 2, 1898, and christened by Miss Bessie Lane. Her chief dimensions are: Length over all, 179 feet; water line, 142 feet 4 inches; beam, 20 feet; depth, 11 feet; draft, 8 feet. The dining room, captain's room and galley are located in the forward deckhouse. The after deckhouse contains the social hall, which is a handsomely furnished apartment.

The main saloon, extending the full width of the yacht, is



E. W. BLISS.



FELICIA.

finished in white and gold. There are five spacious guest-rooms, and the owner's stateroom, which is a double one.

The Felcia is fitted with two water-tube boilers which generate 250 pounds of steam and develop 1,200 horse power. Her triple expansion engines have cylinders 14, 21 and 24 inches in diameter. She carries a 21-foot naptha launch, an 18-foot gig, a 14-foot cutter and a 12-foot dingey. Her hull is divided by four water-tight bulkheads.

During the cruise of the New York Yacht Club last year, the Felcia attracted a great deal of attention by her fine lines and ship-shape appearance.

In a government speed trial, made over a measured mile course in Narragansett Bay last year, the Felcia averaged 17.04 knots an hour. On the last of four runs she made 17.39 knots. She is fitted with an ice machine and a refrigerating plant, and all the modern electric appliances. An electric piano is included in this yacht's equipment.

The quarters forward for the deck force and firemen are particularly roomy. There are berths for fifteen men.

## ISAAC E. EMERSON.

Captain Isaac E. Emerson, owner of the steam yacht Nydia, is one of the most prominent figures in social, military and business circles in the city of Baltimore, where he lives in a palatial residence at 2,500 Eutaw place. It was erected by him some four years ago, and is pointed out to-day as one of Baltimore's modern mansions, where men and women of distinction in the field of arts and letters often meet and enjoy the receptions presided over by the charming hostess, Mrs. Emerson.

Captain Emerson was born at Chapel Hill, N. C. He was educated at the university of that State, and for two years after graduating he held the position of Assistant Demonstrator in Chemistry at that institution. In 1879 he went to Baltimore, and there engaged in the drug business, in the development of which he has since become famous the world over as the proprietor and manufacturer of the preparation which bears his name—Emerson's Bromo-Seltzer. It was originated by him in 1889 at Baltimore. He organized The Emerson Drug Company, and has been president of the company since its incorporation: the laboratory and offices of which are located at No. 308 and 310 West Lombard street, in that city. Among his associates, Commander Emerson is known as a liberal-minded, royal, good fellow, and in all his social relations in the city of his success, his acquaintance is sought after and his friendship highly valued.

By his energy and influence some five years ago, Captain Emerson organized the Maryland Naval Militia. Under his guidance it has become a most useful and creditable arm of the National Guard. Through his personal efforts many young men belonging to the best families in Baltimore enrolled



ISAAC E. EMERSON.

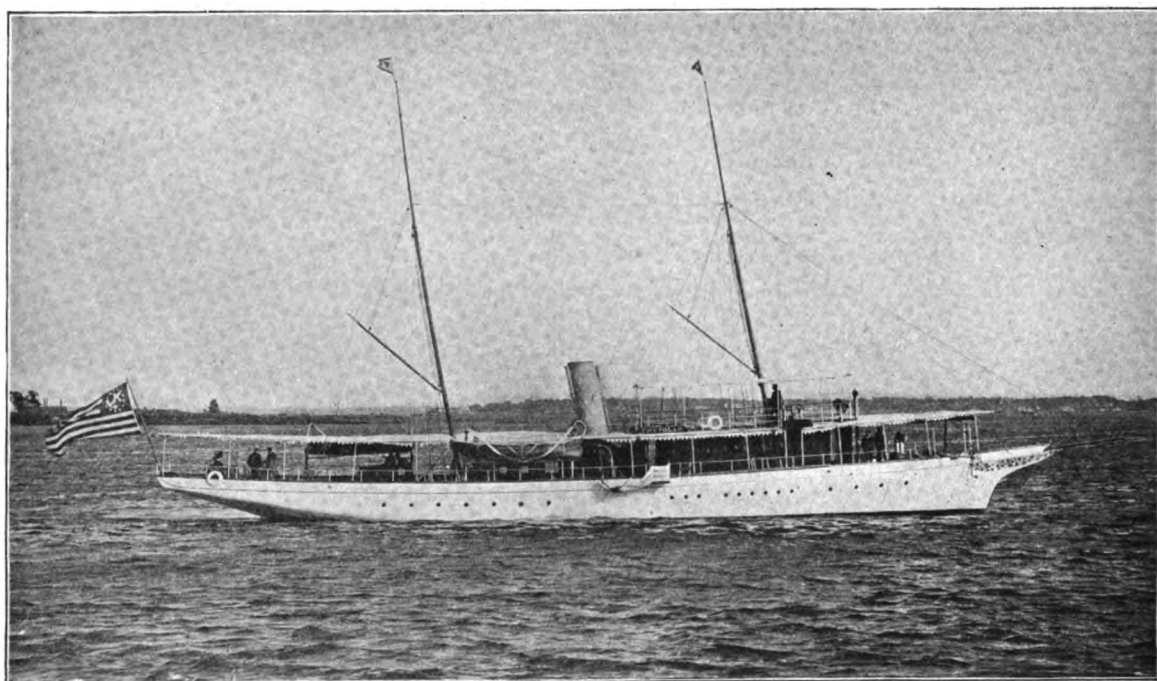
themselves in the battalion. Captain Emerson has been its commander since its organization.

At the outbreak of the Spanish war the Maryland Naval Militia furnished 499 men. They were regularly enlisted in the United States Navy and assigned to man the cruiser Dixie, in which, later on, they distinguished themselves by capturing the city of Ponce, Porto Rico. Others of the battalion were assigned to the monitor Ajax and to the converted gunboat Apache, in both of which vessels they did good service.

During the war Commander Emerson was appointed assistant to Captain Bartlett, chief of the Auxiliary Naval Force. He was given command of the Fifth District, which included the Chesapeake Bay and 250 miles of the Atlantic Coast adjacent thereto, with 210 men under his command. Drills are held in winter on board the U. S. S. Dale, in summer on board the converted yacht Sylvia. The Nydia, Commander Emerson's handsome schooner-rigged steam yacht, flies the pennant of the New York, Larchmont and American Yacht Clubs, to all of which organizations her owner belongs. She was designed by Henry J. Gleadow in 1890, and built by H. C. Wintringham, at South Brooklyn. Her principal dimensions are: 125 feet over all, 18 feet 6 inches beam and 6 feet draft. Few yachts of her size possess so complete an equipment. She is fitted with the latest refrigerating apparatus, two dynamos supply the electric current which illuminates the yacht, and she has also a modern cold storage plant. Her owner is an enthusiastic and popular yachtsman, and no yacht parties are jollier than those enjoyed on board the Nydia every summer during the cruise of the New York Yacht Club. She was also one of the fleet which attended the last International race between the big sloops Columbia and Shamrock. On every race day Commander Emerson entertained large parties of prominent men from New York and Baltimore. At the outbreak of the Spanish-American war Commander Emerson was one of the few who gratuitously offered his yacht to the Government.



NYDIA.



CHETOLAH.

## ALBERT J. WISE.

A speedy and comfortable steam yacht is the Chetolah, the property of Albert J. Wise of New York. The entire boat and all of its machinery were designed and built at Newburyport, Mass., for Captain Charles Lunt, who was a retired shipmaster of that place. The hull was made by L. Marquand of Salisbury, and her machinery by C. R. Sargent of Newburyport, Mass. The Chetolah is a wooden steam yacht, and in that respect differs from many of the latest additions to the lists of steam yachts in the country. But she is none the less serviceable on that account. Her dimensions are as follows: Length over all, 127 feet; water line, 95 feet; beam, 16 feet 6 inches, and when ready for sea, with bunkers full of coal, her draft is 8 feet 6 inches. Her frame is of white oak, giving it great strength and durability, almost equal to steel. The planking is of western oak,  $2\frac{1}{2}$  inches thick. Her cellings are of Georgia pine, and white pine was used in making her deck, but the deckhouses' interior work and companionways are of mahogany. The Chetolah is lighted by electricity and has a large and powerful searchlight, and carries four small boats, including an electric launch. She was lengthened in 1899 by her present owner, Albert J. Wise, who purchased her after the death of Captain Lunt, and fitted out with every modern convenience which is necessary for the comfort of

her owner and his guests. There are five large staterooms and a bath and toilet room, in addition to the main saloon. In the deckhouse is the dining room, which is 18 by 12 feet. The entire furnishing is mahogany, which gives it an air of luxury and refinement. The quarters of the crew are situated aft, and are commodious and comfortable.

The motive power of the boat is a 500 horse power triple expansion engine with cylinders of  $11\frac{1}{2}$ , 18, 30 inches by 16 inches stroke, all the cylinders being fitted with piston valves working by a radial valve gear, each valve having an independent cut-off, and the whole reversed by steam. The shaft is of forged steel, 6 inches diameter, 9 feet 6 inches pitch. Tohey make. The pumps are all independent.

The steam is furnished by a Hodge upright tubular boiler, 8 feet 9 inches diameter, 9 feet high. It has a double furnace with water leg between and 750 tubes, 2 inches in diameter and 6 feet long.

The Chetolah was especially designed for cruising, and her speed is  $13\frac{1}{2}$  knots by the log, which is economical and at the same time satisfactory. However, she can under natural draft, run  $14\frac{1}{2}$  knots by the log.

Albert J. Wise, her owner, is a prominent lawyer of the city of New York, being a member of the well-known firm of Quackenbush & Wise, councillors at law. He is a most enthusiastic yachtsman and is a member of the New York, Atlantic, Douglaston and Knickerbocker Yacht Clubs.



## JULIUS FLEISCHMANN.

Steam yachts are designed more for the purpose of cruising than they are for racing, though competitions between them are sometimes held. As a rule they are more handsomely fitted out and are more expensive than are sailing yachts. An admirable type of a steam yacht, possessing beautiful lines and good speed, is the *Hiawatha*, a steel steam yacht, the property of Julius Fleischmann. Her dimensions are as follows. Length over all, 170 feet; load water line, 138 feet; beam, 21 feet; depth, 11 feet, and draught, 8 feet. She is as staunch a vessel as ever flew her owner's pennant from the fore peak. Her keel is of rolled bar steel and her stern and stem posts are also of forged steel. In fact, she may be termed a steel yacht throughout. Her forward deck house is constructed of mahogany; the lower part is panelled and the upper part is fitted with plate glass, and the interior is finished with panel work on sides and ceiling overhead, and in the after part is a buffet with a handsome mirror in the centre.

The after-deck house is arranged and constructed on the same general plan and furnished in a style similar to the forward one. The yacht is furnished with a 28-foot naphtha launch, finished in yacht tender style; a 20-foot gig and a 16-foot cutter, all lap-streak and finished inside with mahogany. Each of these boats are furnished with cushions.

The forecabin is tastefully arranged and is provided with every comfort. It contains four sets of folding berths, three berths in each set, and this room is fitted with a mess table for the crew.

The officers' quarters are next aft the forecabin and are handsome and commodious. There are four staterooms, two having double berths and two single ones.

In order that the owner may be able to entertain his friends in a style becoming the owner of such a dainty craft there are two guests' staterooms finished in ivory and gold, most tastefully combined.

The owner's staterooms are a triumph of the artisan's skill. One is on the port and the other on the starboard, and there is a large sliding door between them. Every convenience and comfort that the most luxurious could wish is at hand.

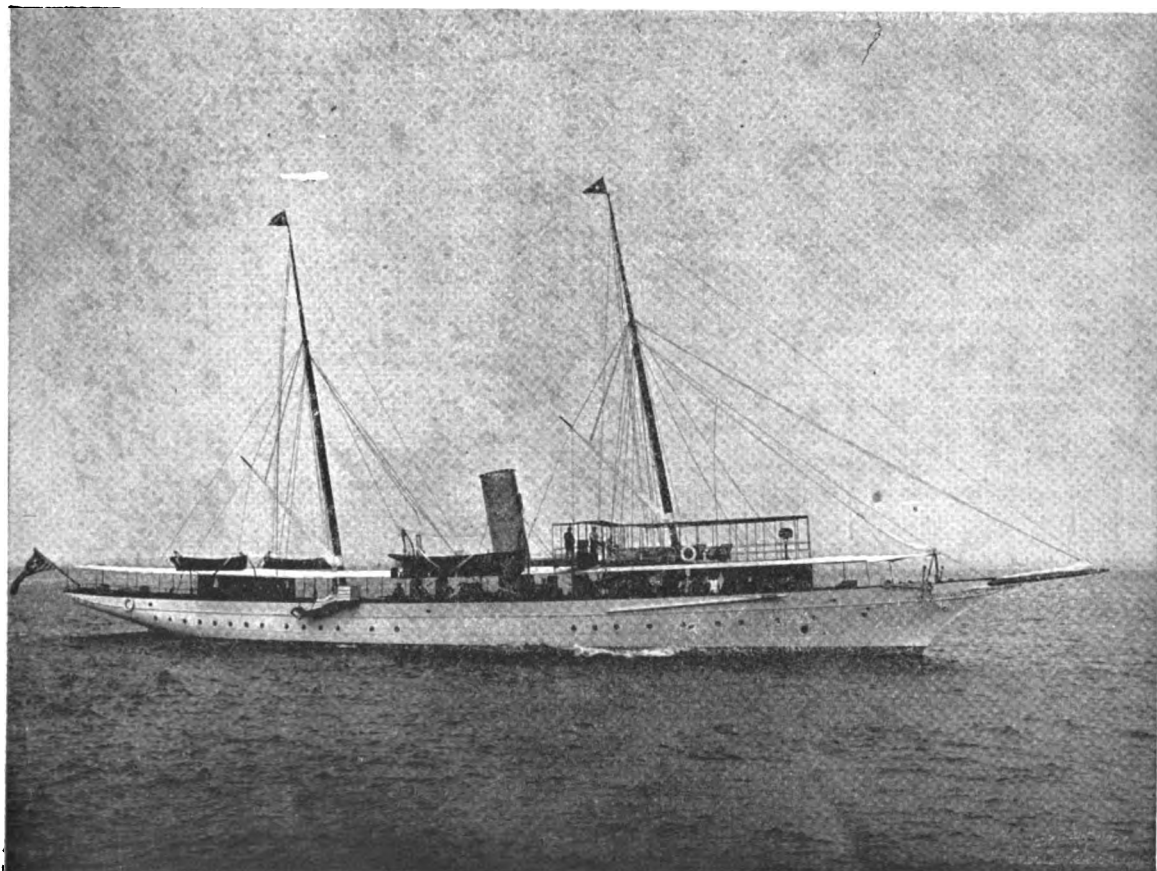
The saloon is finished in panelled mahogany and is furnished with plush cushions, silk curtains, wilton carpet, with a mahogany centre table and chairs to match. Aft the main saloon are two guests' staterooms, furnished with single berths.

The *Hiawatha* is fitted with a triple expansion engine, and is capable of making seventeen miles an hour.

The *Hiawatha* was built by C. L. Seabury & Co. at their works at Morris Heights, N. Y., and was finished in June, 1897.

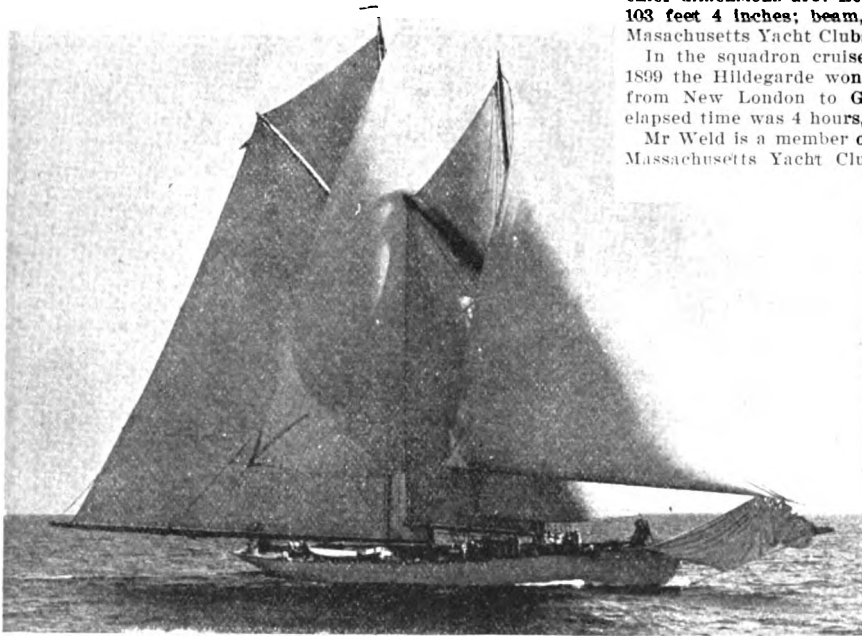
Mr. Julius Fleischmann is as well known in business and financial circles as he is among yachtsmen and turfmen—among the former through his connection with one of the largest manufacturing firms in the country, and among the sportsmen by his connection with a racing stable which has scored innumerable successes on the turf.

Mr. Fleischmann is a member of the Atlantic and New York Yacht Club since January 21, 1897, and his colors are red, white and blue. The former colors are red and white spaces across the flag and the angler in blue.



## GEORGE W. WELD.

George W. Weld, of Boston, who owns the fine steel schooner *Hildegarde*, one of the largest sailing yachts in American waters, comes of a family of ship owners. The old house of William F. Weld & Co., owners of the famous clipper ships *Golden Fleece*, *Great Admiral*, *Lightning* and some thirty-four others, has been for



**HILDEGARDE.**

half a century well known all over the world. The house flag, which to-day is Mr. Weld's private signal, is a white burgee bearing a black horse. The *Great Admiral*, which is still afloat, boasts a record of runs that has yet to be beaten by a square-rigged sailing vessel. She averaged on one passage to San Francisco 273 5-10 miles per day for ten consecutive days.

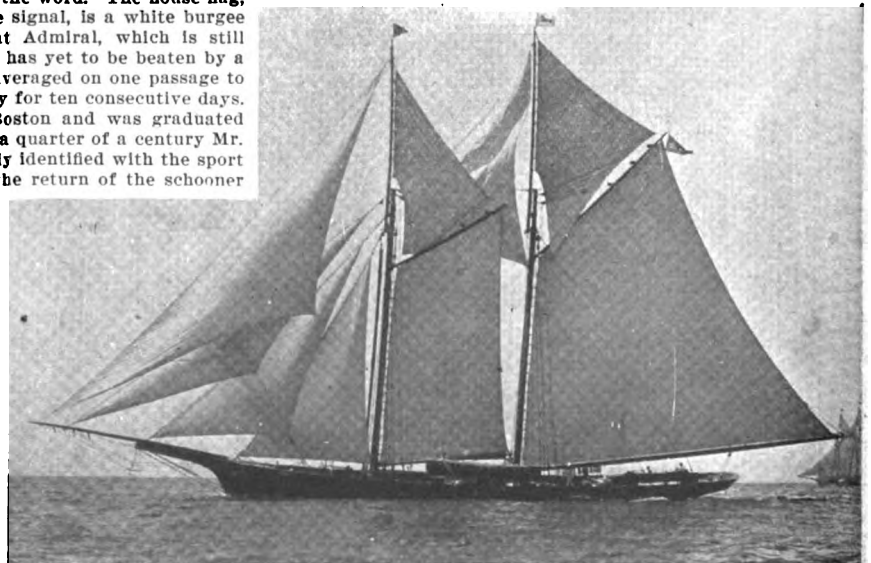
George W. Weld was born in Boston and was graduated from Harvard in 1880. For nearly a quarter of a century Mr. Weld has been interested and closely identified with the sport of yachting. Eight months after the return of the schooner

yacht *Vesta* from her ocean race with the *Henrietta* and *Fleetwing* Mr. Weld purchased her from Pierre Lorillard.

Mr. Weld since has owned the yacht *Wanderer*. In that staunch old schooner he made nine trips to the West Indies. In the *Hildegarde*, his present schooner, which was designed for him by Chesebrough and built by Harlan & Hollingsworth, of Wilmington, Del., he has made one trip to Bermuda, besides having sailed in her on all the cruises of the New York Yacht Club since this yacht was built. The *Hildegarde*'s sailing master is Capt. Edward Colbeth. Her chief dimensions are: Length over all, 135 feet; water line, 103 feet 4 inches; beam, 26 feet; depth, 16 feet 6 inches; Massachusetts Yacht Clubs.

In the squadron cruise of the New York Yacht Club in 1899 the *Hildegarde* won first prize in her class in the run from New London to Gardiner's Bay, thirty miles. Her elapsed time was 4 hours, 36 minutes, 55 seconds.

Mr. Weld is a member of the New York, Eastern and Hull-Massachusetts Yacht Clubs.



**WANDERER.**

## COM. ALFRED VAN SANTVOORD.

With all its breadth of scope a complete history of American yachts and yachtsmen would be necessarily incomplete without a detailed reference to Alfred Van Santvoord, one of the widest known and oldest men connected with marine commerce and transportation in this country. Through his identification with the Albany Day Line as president and principal owner, the title "commodore" is very properly subjoined to his name. He has continuously been prominently identified with marine transportation and commerce in this vicinity, and to-day no one is referred to in higher terms as a gentleman, business man and sportsman.

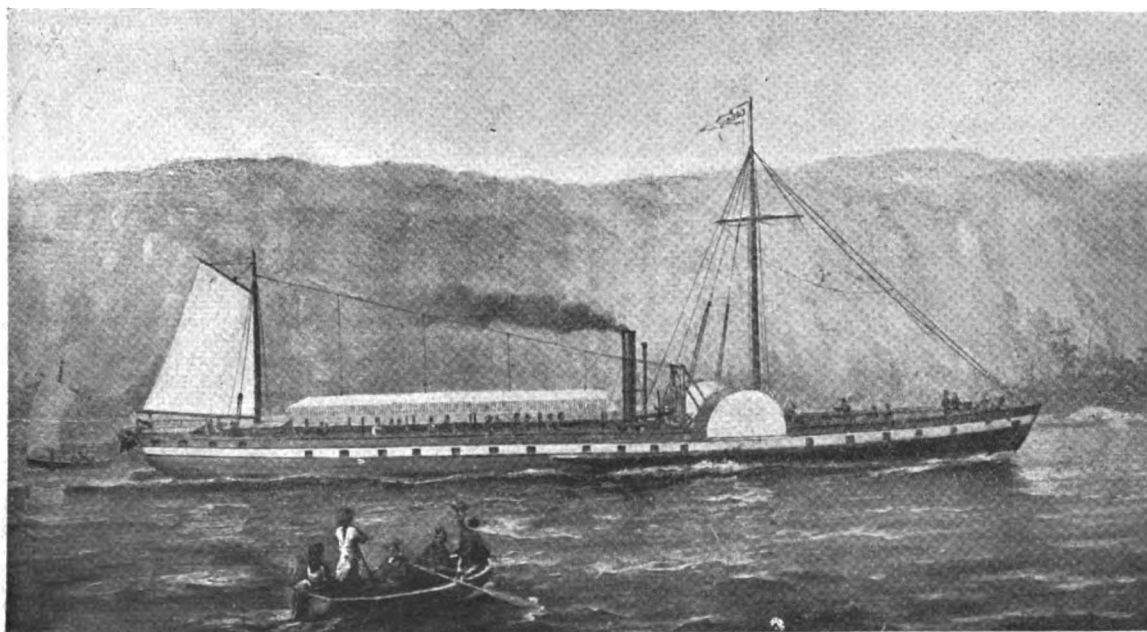
After a common school education at his birth place, Utica, N. Y., he entered the employ of his father as clerk, and in the natural course of events his sterling business qualities and steadfast methods so attached his parental ancestor to him that he soon secured a substantial interest in his father's business, as proprietor of the most prominent line along the Hudson River.

After eventually succeeding his father in the business he soon broadened his interests and became an owner in the old People's Line, prominent years ago on the Hudson River, and also became interested in several of the independent day boats famous at the time, among which were the North America, South America and the Armenia. All of these boats and several others were absorbed in the Albany Day Line, organized and controlled by the "Commodore," which has succeeded in establishing itself as the premier line on the river. Aside from his extensive interests as owner in passenger boats he at the same time owned some of the finest towing steamboats on the river, including the Cayuga and the Oswego, two well-known towboats, the latter of which still is in the service under his ownership.

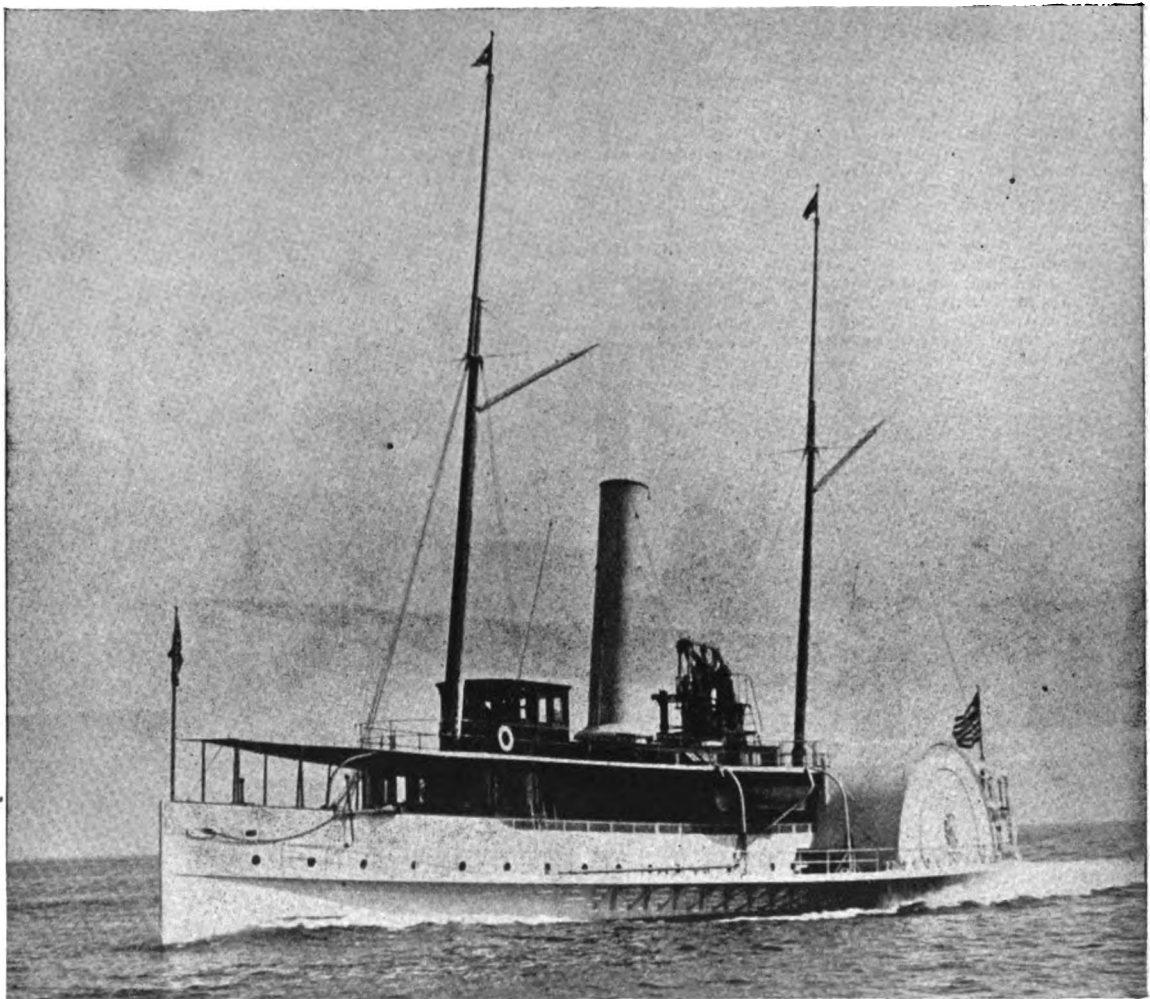
During his connection with business he was by no means inactive in financial life, and has from time to time been prominently identified with well-known financiers of his time. He was one of the organizers of the Lincoln National Bank and of the Lincoln Safe Deposit Company, and, until recently, vice-president of both institutions, from which positions he resigned last winter, his aim being to gradually draw away



COMMODORE ALFRED VAN SANTVOORD.



OLD CLERMONT.



CLERMONT.

from active life, requiring so much attention, and relieve himself of the activities of business.

The commodore is a director of the Delaware and Hudson Railroad, the Harlem, the Albany and Susquehanna, the Catskill, the Chicago, Milwaukee and St. Paul, and the United Railroads of New Jersey. Being the oldest stockholder but one of the last mentioned railroad.

As president of the company controlling the Albany Day Line he is surrounded with admirable employees, and is therefore relieved of the many irksome duties which otherwise would befall him.

As a constructor of railroads the commodore has been active, and built the Catskill Mountain Railroad, and, as chairman of the building committee of the Lincoln Safe Deposit Company, he supervised the construction of that great building, recognized as the acme of safety from fire as far as the human mind has been able to guard against the ravages of fire in the construction.

Commodore Van Santvoord's interest in yachts and yachting is best shown by his ownership of the palatial and well-known side-wheel steamer, The Clermont, strictly a pleasure craft of the highest type of marine architecture, and considered one of the prototypes of American pleasure craft.

Built from designs totally original by the commodore, she is the model of quaint and practical ideas. In dimensions she is 175 feet over all; length on the water line, 160 feet; extreme breadth of beam, 25.6 feet; depth of hold, 10.8 feet; draft of water, 7 feet. A radical departure in the yacht is the side wheel method of propulsion. In the words of the commodore: "We use the yacht the same as we would use a country house, and it has the advantage of being able to change its location as often as we may desire. Some people make the mistake of buying a country home which they soon tire of and then are unable to sell. We are able to enjoy the comforts of a home on the yacht." She has five compartments, which easily accommodate twelve persons with comfort.

In conjunction with the commodore's ownership of his yacht he is a member of the New York Yacht Club, also the Seawanhaka and the American Club. In social life he is none the less active, being a member of the Union League Club, the Century and the St. Nicholas Clubs. He is a subscribing member of the American Museum of Natural History and the Metropolitan Museum of Art. He is generous hearted, and has a pronounced aversion to publicity; therefore, few of his great deeds of beneficence find their way to print.

## E. BURGESS WARREN.

It is no small honor to be referred to as the man who owns the fastest steam yacht that ever turned a wheel in American waters. That man is E. Burgess Warren of Philadelphia, the owner of the steam yacht *Ellide*, which has the enviable record of having steamed at the rate of forty miles—34.73 knots—an hour over a measured mile course on the Hudson River. When Mr. Warren, who is a member of the New York Yacht Club, gave C. D. Mosher the order to design and build him a high speed yacht he did not expect that she would develop such unprecedented speed.

In the choice of a name for his yacht, Mr. Warren happily struck upon "*Ellide*," from Bishop Tegner's translation of the beautiful Norwegian poem "*The Frithiof Saga*." After describing Frithiof's inheritance from his father, the poet says:

"Last, *Ellide*, the warship, belonged to the family treasures." Then relating how Viking rescued Aegir from shipwreck he continues:

"Viking stood on the shore next day; when, swift as an eagle wingeth its arrowy course to the bay, came flying a warship. None were discerned on board, not even a steersman to guide her;

Yet did the helm of itself, through reefs which threatened destruction,

Steer her tortuous path, as though instinct with a spirit.

Furled were the sails of themselves, and the anchor falling unaided,

Buried its clinging tooth in the deep-set bed of the Fjord.

Viking stood in amaze; but a voice sang loud o'er the billows:

'Aegir (God of the sea), whom thou didst befriend, has not forgotten his promise;

And, in requital of kindness received, this guerdon he sends thee."

And later he says:

"She rivalled the tempest in speed, and distanced the following eagle.

Widely renowned was the ship, and of ships the noblest in Norway."

The *Ellide*'s chief dimensions are 80 feet long, 8 feet four inches beam. Aside from the propeller she has two feet draft. The normal displacement is about thirteen tons. She is of composite construction, and is divided by five steel bulkheads into six watertight compartments. The planking is of double skin mahogany, and all the fastenings of Tobin bronze bolts.

The *Ellide* has a large cockpit forward, in which are the steering wheel, compass and binnacle, speaking tubes and annunciators. Seats are also fitted on each side, with lockers underneath. An ice box, china closet and toilet room occupy the space forward of the boiler and engine. The latter is of the quadruple expansion type, and with cylinders 9, 13, 18 and 24 inches in diameter respectively, and 10 inches stroke of piston. All the material used in the construction of the engine is of the highest class. The propeller is 40 inches in diameter, and about 60 inches mean pitch. The boiler is of the Mosher water tube type, encased in polished brass. It has 1,208 square feet of heating surface, 30 square feet of grate surface, and is similar to those in use in nine of the United States navy torpedo boats.

The speed trials of the *Ellide* were made over a statute mile course of 5,280 feet, laid off by the United States survey steamer *Bache*, on a straight line off Irvington-on-the-Hudson.



E. BURGESS WARREN.

The judges, in the forward cockpit, took the time with stop watches, and by a single stroke of the bell at the beginning of the mile, signalled the engine room, where indicator cards were taken and the steam pressure and revolutions recorded.

Six different propellers were tried before the maximum speed of forty miles an hour was attained. On that trial an indicated horse power of 910 was shown, with a steam pressure of 390 pounds and 822 revolutions per minute. Considering the length of the yacht—80 feet—this performance is phenomenal, and easily places her in the position of the fastest yacht afloat, as will be seen by the following figures taken from "*Marine Engineering*":

Name.	Length. Feet.	Displ't. Tons.	Indic'd H. P.	Speed in knots.	Speed in miles.
Turbinia .....	100	44	2,100	32.75	37.71
Felseen .....	85	16	590	27.43	31.60
Norwood .....	63	9	400	26.50	30.50
<i>Ellide</i> .....	80	13	910	34.73	40.00

Corresponding speed in miles for length of 100 feet:

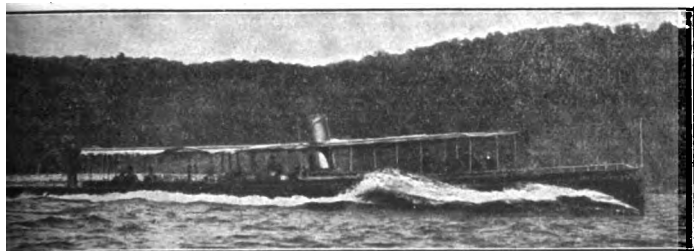
	Miles
Turbinia .....	37.71
Felseen .....	34.27
Norwood .....	33.43
<i>Ellide</i> .....	44.72

Mr. Warren is also the owner of another steam yacht, named the *Cyril*. She is 52 feet long, and he uses her, as he does the *Ellide* at times, on Lake George, where he has a splendid summer home, and where he enjoys the reputation of being the most successful fisherman on the lake.

During the summer of 1898 he landed, in one catch, thirteen black bass, the aggregate weight of which was 58½ pounds. Another catch of twelve fish weighed 43½ pounds.

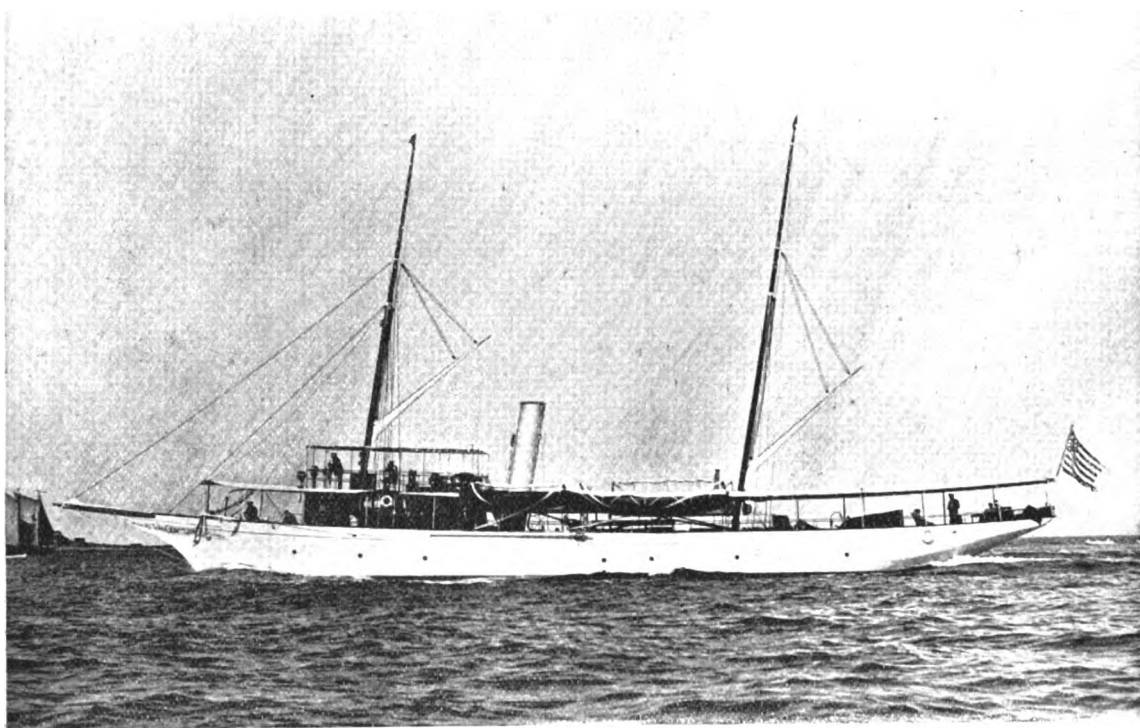
Mr. Warren, who was born at Peru, near the top of Mount Bromley, Vt., was educated at the Manchester Seminary. Later he took a special course in chemistry under Prof. Horsford, and after graduating at Harvard he became interested in that science. He has made it a life study, and for many years he has been a manufacturing chemist, accumulating a fortune in the manufacture of hydro-carbons.

Mr. and Mrs. Warren and their daughter live in a handsome house on Spruce street, Philadelphia. The owner of the *Ellide* is also a noted art connoisseur. Many valuable paintings by the best masters adorn the walls of his Philadelphia residence.



ELLIDE.





AVENEL.

### W. S. & J. T. SPAULDING.

One of the handsomest steam yachts at the Hub is the Avenel, owned by Spaulding Bros., this being John T. Spaulding and William S. Spaulding, of Boston.

They are enthusiastic yachtsmen and members of the New York Yacht Club. The Avenel is a fast steam yacht, formerly called The Narod, which, while fully coming up to the expectations of her builders and designer, was to obtain greater convenience, lengthened fore and aft by Pollon some years ago. She is a screw schooner of about 187.21 gross tonnage; length over all, 138.4 feet; length on water line, 112 feet; extreme beam, 18 feet; depth of hold, 10.8 feet, drawing

9.6 feet of water. She is fitted with water tube boilers made by Almy, of Providence, R. I. She was designed by Theodore Durand, and was esteemed one of his best creations in her class, and was built by Theodore Durand in his Brooklyn (N. Y.) yard, from which she was launched in 1888. She has been especially fitted for comfort and convenience, and is the ideal of a pleasure-seeking man's cruiser.

Messrs. Spaulding are thorough yachtsmen, and in the Avenel, with her roomy, high-ceiling state-rooms, dining room, library and bath-rooms, they carry with them wherever they go friends and all that tends to make life worth living during the heated spell. The illustration gives a very good impression of this handsome boat.

## A. J. DREXEL.

One of the crack yachts of the season is the new one of Col. A. J. Drexel, of Philadelphia. It is the *Margarita*, steam yacht, built in the prominent shipyards of Scott & Co., at Greenock, Scotland, from designs by G. L. Watson, the greatest naval architect in Europe. Mr. Drexel intended to get the best that money can buy and gave the designer a free hand all along the line. Drawings of the yacht have been received by the prospective owner, and these verify the claims which have from time to time during the last six months reached us by cable that when finished she will be the finest pleasure craft afloat. Mr. Watson has designed many of the world's finest steam yachts—many more than any other designer—but the new *Margarita*, his latest creation, is by all odds his best effort. The great designer admits that the *Margarita* is his masterpiece, and that he gave more thought to her than to any steam yacht he has ever designed.

Her specifications are as follows:

Length over all, 328 feet; length of load water line, 272 feet; beam, extreme, 36 feet 7 inches; draught of water, 16 feet 8 inches; crew, 68 men; speed, 17 knots over an 80-knot trial course.

She will have a continuous double bottom, and be fitted with triple expansion engines and Scotch boilers, and will have a coal capacity for 550 tons. The yacht's indicated horse power is to be 5,000—the same horse power for instance as that of the White Star Line's big ocean steamer *Britanic*. She will have eight boats, one a steam launch for the crew, and another a liquid fuel launch, thirty-five feet

long for the owner, and which has already shown a speed of thirteen knots on trial. She has flush deck fore and aft, the minimum freeboard when deep loaded being 12 feet 8 inches. She has ten watertight compartments, and her decks are all of steel, covered with teak wood. The deckhouses are also of steel, covered with paneled teak.

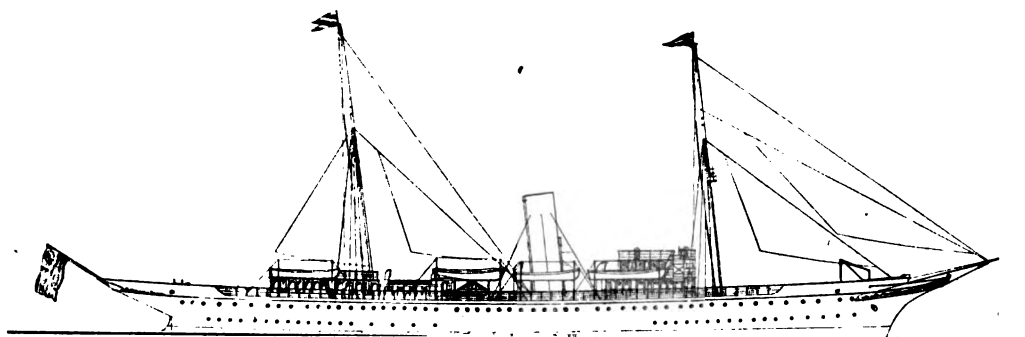
The plans show two bridges, one for guests and the other for navigating purposes only. The equipment consists of three Lord Kelvin compasses, one Ritchie, of Boston, liquid compass, two breech-loading guns, two Colt rapid-fire guns, thirty Lee Metford rifles and thirty Webley revolvers of army pattern.

Run by the engine is an ice plant with a capacity of 1,200 pounds per day, and also an electric plant, with 800 lights. All the rooms are ventilated by the "blow down and uptake" system, and heated by steam.

Having three decks, she will be a very roomy boat, and her internal arrangements are so designed that every foot of space is utilized to the best advantage. The drawing room extends the full width of the ship, and is furnished in pure Louis XV. style. The library or main hall is furnished in Empire style, and the dining room in correct Chippendale. The woodwork in the latter is of carved Spanish mahogany, with leaded glass dome overhead.

Mrs. Drexel's bedroom is furnished in Louis XVI. style. The design of the smoking room is old English, in plain oak panels, while the after-deck house is in white wood.

She will therefore be a model of comfort, elegance and speed. A worthy addition to the ever-increasing fleet of magnificent American yachts, which surely has no peer in the world for sumptuous fitting and beauty.



MARGARITA.



## COL. JOHN JACOB ASTOR.

John Jacob Astor, owner of the superb bark-rigged steam yacht *Nourmahal* and of the electric yacht *Utopian*, is recognized as a sincere and patriotic American and one of the most rationally liberal of New York's young millionaires. Tall of stature, reserved, but not haughty in manner, gallant always and a born lover of true sport in any form, he has made himself exceedingly popular, not only in the high circle of society in which he moves but also among the masses, with whom he is often brought in contact by reason of his management of the vast Astor estates, to the details of which he gives much of his personal attention.

Born in Rhinebeck, N. Y., on July 13, 1864, he received his early education in St. Paul's School at Concord, N. H. Later he was graduated from Harvard in the class of '88. He was married in 1895 to Miss Ava Willing, second daughter of Mr. and Mrs. E. S. Willing, of Philadelphia.

Always fond of yachting and being of an inventive turn of mind, he conceived the idea of an electric yacht. He was the pioneer in the promotion of that type of vessel, his *Utopian*, with a twenty-five horse power electric motor, being until last year the largest electric yacht in the world. It is said that one recently built by Baron Rothschild is larger by a slight margin. Mr. Astor uses the *Utopian* for cruising in Newport Harbor during the summer. The yacht was designed from the owner's plans by C. D. Mosher, and built by Ayers at Nyack, N. Y. Her principal dimensions are: 72 feet over all, 70 feet water line, 12 feet beam and 4 feet draught. She has two masts and two centre-boards.

In 1896 Mr. Astor was chosen by Gov. Levi P. Morton as one of the aides on his staff with the title of colonel. He served in that position during Gov. Morton's term of office. When war was declared with Spain Col. Astor was among the first to volunteer his services. At his own expense he caused to be mustered in and equipped the men who have since so signally distinguished themselves as the Astor Battery. Col. Astor himself was about that time commissioned a lieutenant-colonel in the Inspector-General's Department, U. S. V. He served with Major-Gen. J. C. Breckenridge, and was detailed for inspection duty at camps of Chickamauga and Tampa. Soon after he was appointed on the staff of Major-Gen. Shafter, and with that officer Col. Astor embarked for Cuba and served at the siege of Santiago. After the surrender of that city he was detailed to carry the original report of the surrender to the War Department at Washington. At the close of the war he received an honorable discharge, with the thanks of the Government for tendering his steam yacht *Nourmahal* for gunboat service.

To encourage yachting Col. Astor has offered almost every year since he took up the sport handsome cups to be raced for in certain classes. When Ogden Goelet died a few years ago, cutting off the prospect of that popular event, the Goelet Cup race, Col. Astor magnanimously offered to present annually cups of the same value—\$1,000 for schooners and \$500 for sloops—to be raced for over the Newport courses. His



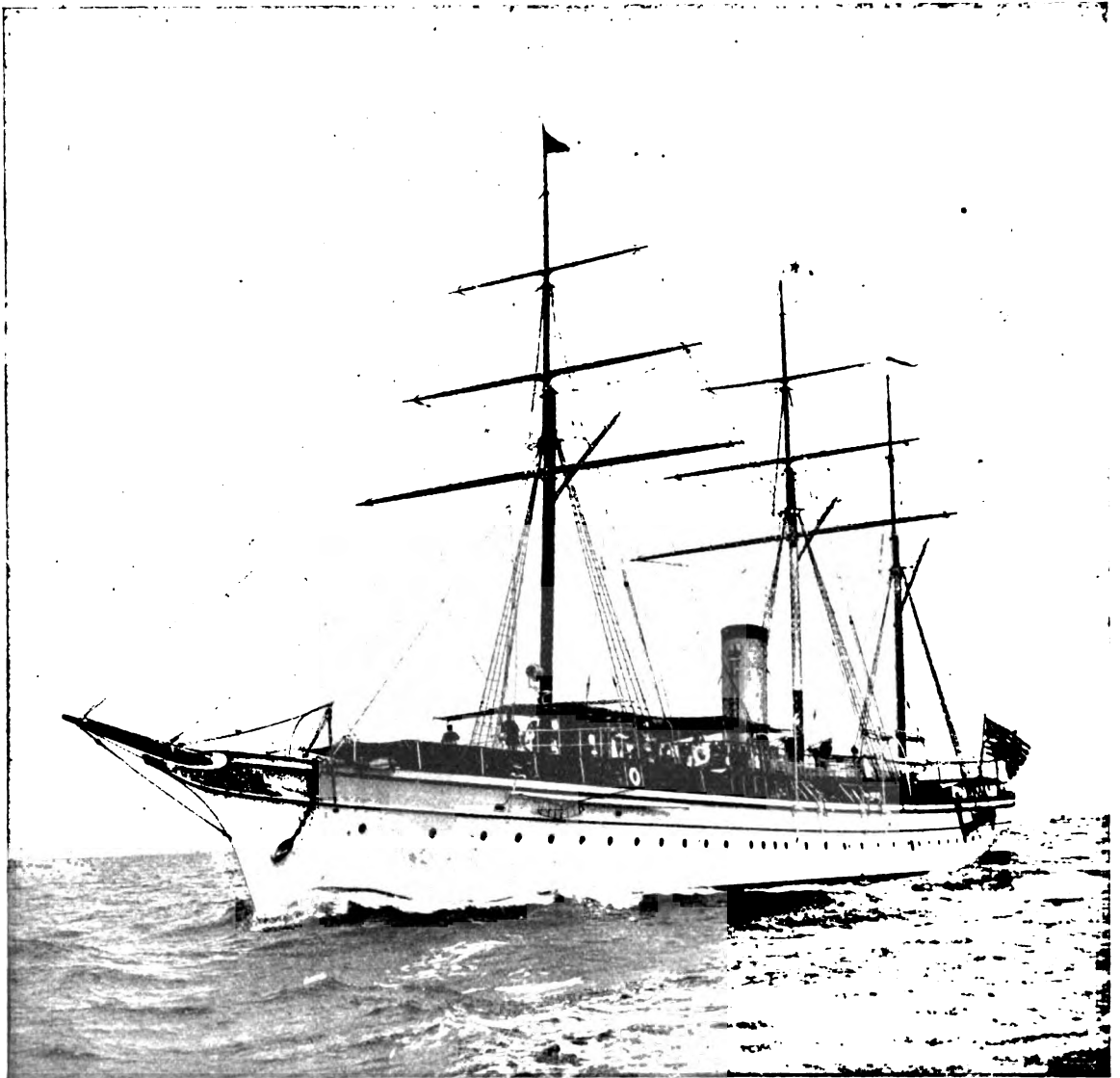
COL. JOHN JACOB ASTOR.

offer was accepted by the New York Yacht Club.

By a careful study of the rudiments of navigation Col. Astor has become quite an expert sailing master. He frequently steers the *Nourmahal*, and always handles the *Utopian* himself.

The white burgee, with its five-pointed crimson star, Col. John Jacob Astor's private signal, is almost as well known in European as in American waters, for the *Nourmahal* has made many cruises in the Mediterranean, the Red Sea, the English Channel and the German Ocean, besides several trips to the West Indies and to Central and South America.

This palatial yacht, which cost half a million dollars to build, is luxuriously furnished for the accommodation of Col. and Mrs. Astor and their guests, whose good fortune it has been to accompany the owner and his charming wife on their cruises. Alterations and additions have been made in the yacht from time to time, such as the installing of the latest dynamos and other electric appliances, a refrigerating and cold storage plant and a wide promenade deck extending the full length of the deck house. When dressed with flags during the annual cruise of the New York Yacht Club there



NOURMAHAL.

Is no handsomer yacht in the fleet than the Nourmahal. Her chief dimensions are: 250 feet over all, 227 feet water line, 30 feet beam, 14 feet 6 inches draught.

Besides the Nourmahal and Utopian Col. Astor owns a 46-foot electric launch named the Progresso, which he uses at Newport and on the Hudson near his beautiful country place, Ferncliff, at Rhinebeck, where he has a large and valuable stable of horses.

Col. Astor is a member of the following clubs: Metropolitan, Knickerbocker, Union, Tuxedo, Newport Casino, New-

port Golf, Army and Navy, Transportation, Turf and Field, Westchester Polo, Racquet and Tennis, Riding, City, Country, Delta Phi, Downtown Association and the New York Press Club.

He is a director in the following companies: Illinois Central Railroad, Delaware and Hudson Company, National Park Bank, Astor National Bank, Morton Trust Company, Mercantile Trust Company, Title Guarantee and Trust Company, New York Life Insurance and Trust Company, Equitable Life Assurance Company.



## MRS. JAMES W. MARTINEZ CARDEZA:

If the American yachting burgee is well and favorably known in every port in the world the credit is due in part to the yachtswomen of our land. Since the days when Marblehead girls won renown for their aquatic abilities there have always been women interested in yachting and seafaring. At the present day there are not scores but hundreds of the sex in the United States who are skilful sailors. Their boats are to be found in every port and on every lake. Many have won distinction by cruises in far off seas and by tours in the Antipodes. These are the stars of the calling. They hold a rank exclusively their own, and in marine society are looked up to as the great commodores of the various clubs. In the list of yachts owned and managed by American women the first place is undoubtedly held by the Eleanor, whose owner is Mrs. James W. Martinez Cardeza, of Germantown, Pa., and New York. Few crafts have seen so many seas or touched at so many ports. Its lines are familiar to port wardens the world over. It is a graceful and handsome steam yacht of the largest size, its dimensions being 208 feet on the water line, 232 feet over all, 32 feet beam and 15 feet draught.

The engines are triple expansion of the latest pattern and are nominally 1,000 horse power. The vessel is compartmented and furnished with everything that tends to increase comfort or to diminish labor. Besides the steam machinery there is a complete electric installation, which includes two dynamos of sufficient capacity to light 500 lamps, drive numberless fans and supply a limited amount of power for other purposes. With this is an electric supply room, in which are kept bulbs, arc lamps, carbons, brushes and all other me-

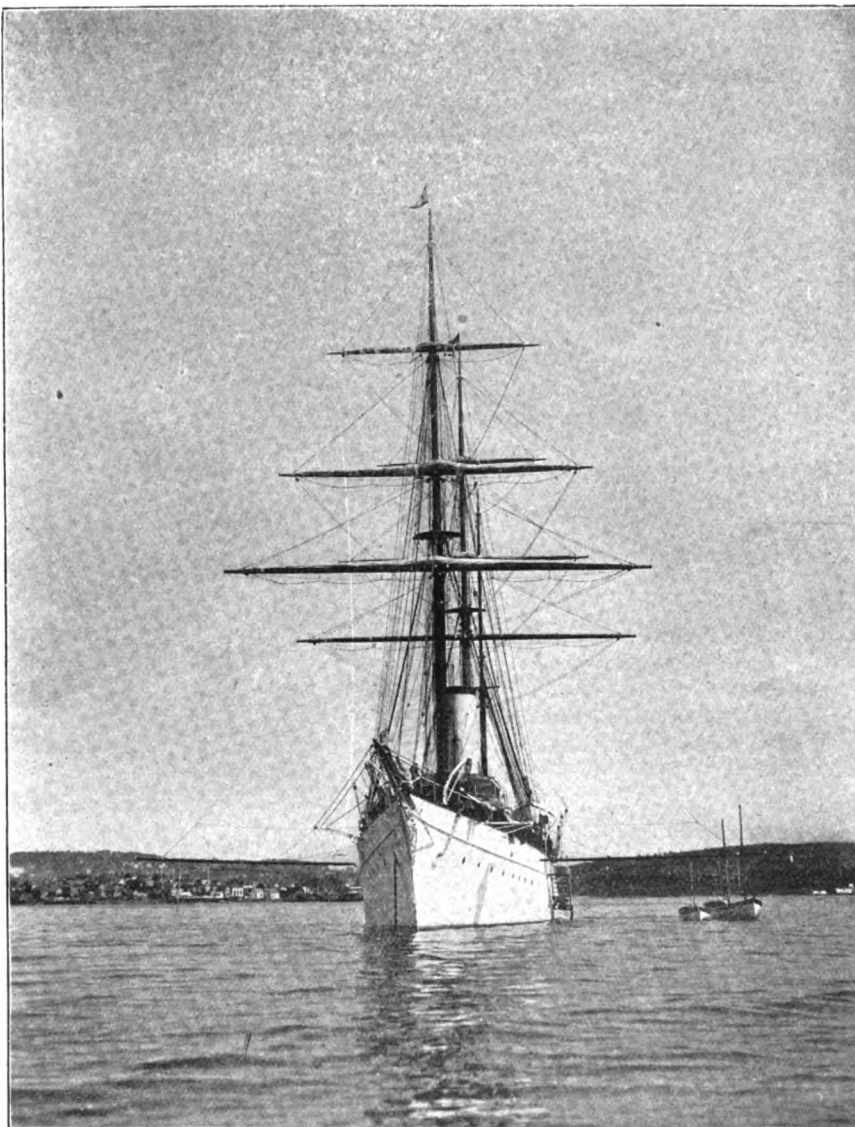


MRS. JAMES W. MARTINEZ CARDEZA.

chanical parts which may be required in case of accident or irregular wear and tear. Throughout the boat is a ventilating apparatus connected with the engine which drives fresh air into every cabin compartment, and even closet. It is so arranged that in case of necessity the air can be filtered, warmed or cooled, as the case may be. This is of great benefit when the boat is in waters such as the Red Sea, where the wind from the desert is so hot and full of sand dust as to be almost unbreathable. Upon the main deck there is a thirty-foot steam launch, a twenty-five foot naphtha launch,



DINING SALOON.



**ELEANOR.**

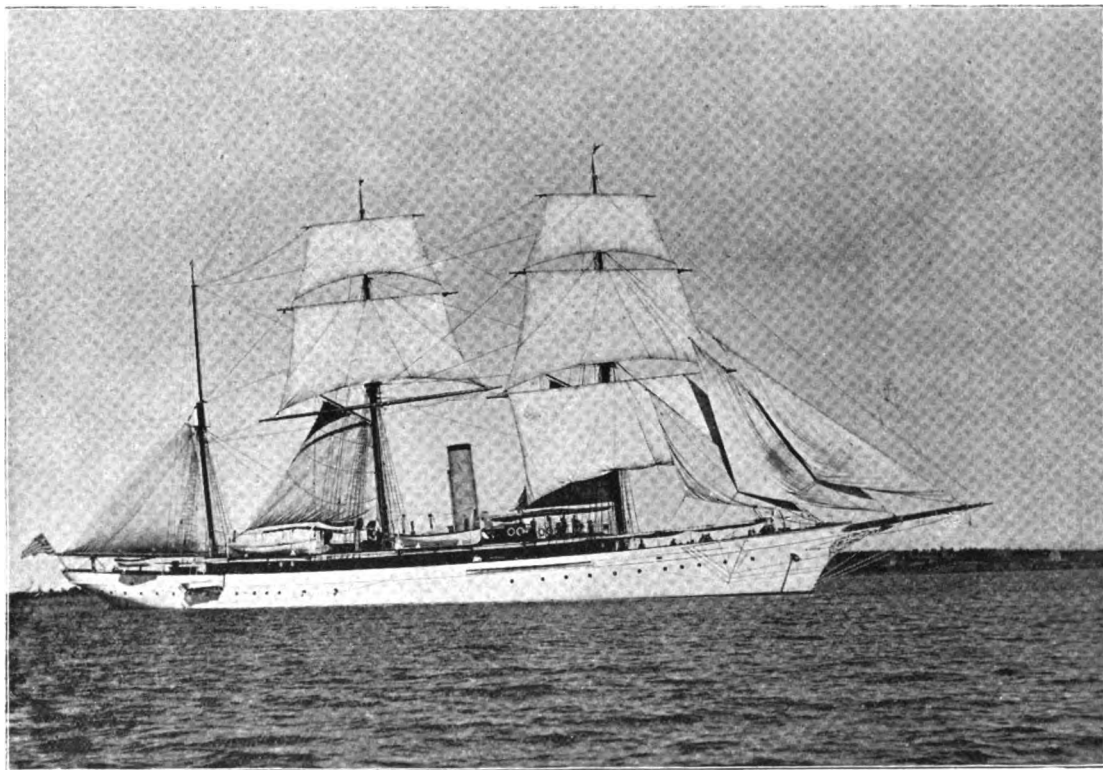
two life-boats, dingey and a handsome gig. A small armory gives the craft a somewhat martial character. It includes a couple of two-pound rapid fires, one Gatling, forty repeating rifles, fifty cutlasses and fifty revolvers. No yacht which visits the South Seas is safe unless well armed, and in this respect the Eleanor is well qualified to hold her own against a thousand Solomon Islanders.

Fine accommodations are provided for the crew of fifty men. Eleven handsome and luxurious staterooms enable Mrs. Cardeza to entertain a large party of friends. To each

room is a comfortable bathroom, and most of them are so constructed that they can be utilized en suite or converted into boudoirs if so desired. Each room is fitted in man-o'-war style so as to utilize all possible space. Beneath each bed are lockers and drawers, and the side alcoves are converted into elegant wardrobes. The drawing room and dining room are models of comfort and beauty. In the former is a well arranged library and a multitude of curios and works of art. In the latter are sideboards, glass cabinets and decorations of the finest description worthy of the Waldorf-Astoria. The

galley would please the most capacious chef. It is complete in every detail. The ranges are of the finest steel and can be used in all weathers, no matter how rough the sea. The ventilators carry off all the odors of cooking and keep the apartment fresh and cool. Deep in the body of the vessel are a number of cold storage rooms, where meats, vegetables, etc., can be kept for an unlimited length of time. If the boat and its equipments are complete and elegant the furnishing is even more so. Nothing has been left undone which could secure ideal beauty. The upholsterer and painter, the wood-carver and art decorator have done their utmost to make a complete whole. For the owner is a magnificent library, com-

The Eleanor is well provided for musically. An upright grand piano and a fine collection of string and wind instruments allow instrumental performances in the cabin, while a trained bugler and a number of men with musical talent add a similar atmosphere to the fore-castle. In the management of the yacht nothing is left to chance. Unlike many yacht owners, Mme. Cardeza does not discharge her crew and put her boat out of commission. Whether she employs it or not, it is always ready to sail at a moment's notice, and every one on board holds a permanent engagement. This system works well, as it develops discipline and an *esprit du corps* equal to those of a man-o'-war. It is said that if the owner tele-



THE ELEANOR WITH SAILS SET.

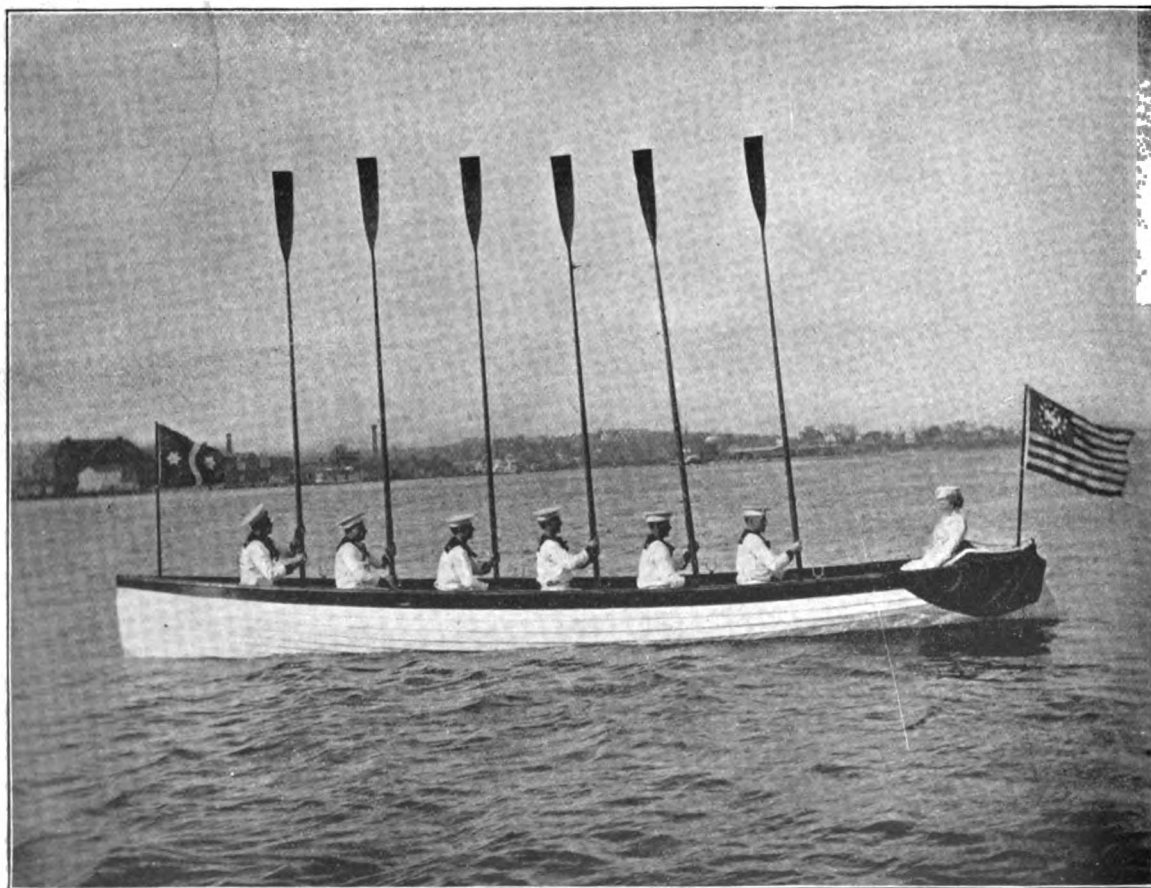
posed of rare books, handsomely bound, of the great classics of the world. For her son is a second library equally sumptuous, consisting of works of reference, cyclopedias and the latest scientific publications. The owner's boudoir is a mass of lace, royal damask, silk velvet, Oriental rugs and choice furs. A feature is a chiffonier cabinet, which is filled with curios gathered in many lands, but chiefly Egypt, India, Ceylon, China and Japan. Mme. Cardeza has a deep love for the art of these Oriental nations, and has utilized her knowledge to make her yacht a thing of beauty, as well as her apartments in New York and her home, Montebello, Germantown, Pa.

phoned to her sailing master on board that she is coming, and follows in her carriage, that the moment she puts her foot upon the deck the gang-plank can be raised and the Eleanor start on a journey around the world. All of this demands money. The yacht itself cost over \$250,000, and the furniture, decorations and equipment have cost nearly half a million. A very handsome sum is therefore invested in this beautiful fabric of the sea. Mrs. Cardeza, the owner, is a Philadelphian, who is as well known and popular in New York as in her native city. Although a social favorite, she devotes so much of her time to yachting, travelling and study that she has but little left for the diversions of society. Of

this time she devotes a larger part to her beautiful home, Montebello, in Germantown, Pa. Here she has gardens and conservatories which are said to be the finest in Pennsylvania and among the finest in either the Old World or the new. Her special delight is orchids, chrysanthemums, roses and rare flowers, and under her direction scientific gardeners work upon the production of new varieties and floral types. It was here that was produced the famous chrysanthemum which bears her name, the Charlotte Cardeza. The original type came from Japan, and the cultivation extended over several years before the final stage was brought into being. It has already won high praise from the botanical and horticultural experts. Mrs. Cardeza is a master of the rod and gun, and has used both in many lands. She is an excellent shot, and has none of the nervous trepidation which marks most women in using firearms, and at her home may be seen many fine sets of antlers as a proof of her skill in this line.

She has a fine private armory, including revolvers, fowling pieces, repeaters, magazine guns, sporting and express rifles. She is always prepared on her hunting trips to meet all classes of game.

She does not believe in leaving the management of her affairs to others. She is her own executive in business, yachting and even navigation. She realized that it was folly for a person to own a yacht without a thorough knowledge of seamanship, and so took a private course in the science of the subject. She can calculate latitudes and longitudes, figure a dead reckoning, lay out a course and even take an observation. She has recently returned from a long trip to Newfoundland, Cape Breton, Prince Edward's Island and the North country, where she has been shooting and fishing, and she is now making ready for an extended trip around the world.



GIG.

## COMMODORE CLARENCE A. POSTLEY.

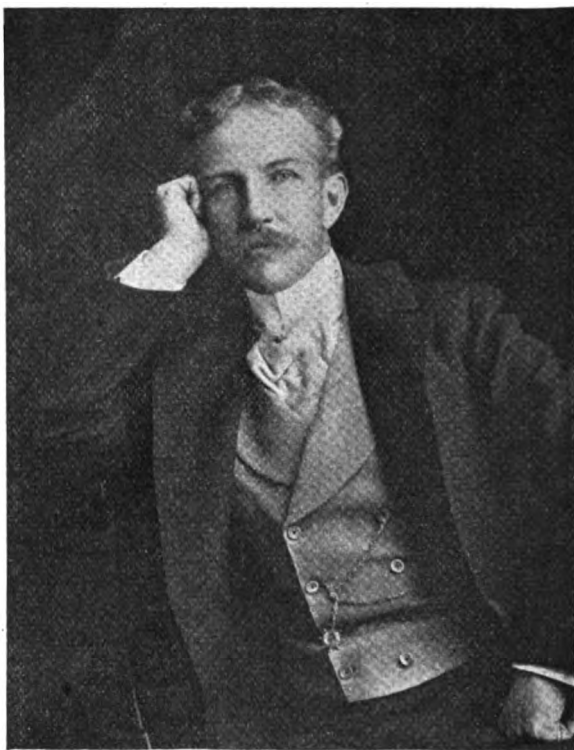
Commodore Clarence A. Postley, who was recently elected to the highest position in the gift of the Larchmont Yacht Club, and who, by that and other aquatic honors recently acquired, is reasonably entitled to a prominent position on the yachting horizon, is a graduate of West Point. He left that institution after having taken high honors in the year 1870, and served with the Third United States regulars from New York, with whom he made so creditable a showing that just on the eve of resigning from office he was in line for a captaincy. This rank he would certainly have attained had he cared to remain in the service.

But this splendid man of affairs was destined by the trend of events to turn the unquestioned talents he possesses to commercial rather than to military life. His inclinations led him at the same time to become interested in yachting matters as a means of diversion well worthy of a man of his talents and resources.

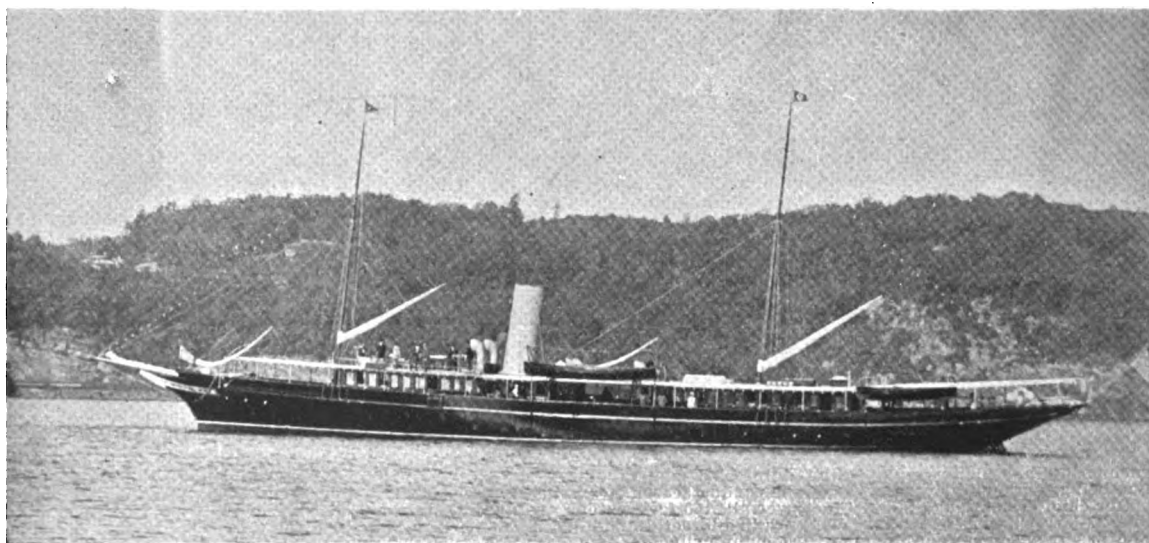
In 1887 Commodore Postley owned the schooner *Resolute*, which he had rebuilt and renamed the *Ramona*. He also owned the *Colonia*, which in 1893 was a candidate to contest for the America's Cup. The *Vigilant*, however, was successful in the trial races, and three years after the *Colonia*, which was a sloop, was changed to a schooner. Her captain was none other than the famous Charles Barr, who figured so prominently in last year's contest for the America's Cup between the *Columbia* and the *Shamrock*. It was nothing more, however, than one of Commodore Postley's characteristic acts, although one that did him great credit because of the sacrifice of his own considerations it entailed. For while the famous cup contests between the *Columbia* and *Shamrock* were being sailed last autumn the Commodore just generously loaned Capt. Barr to Mr. Iselin to sail, and as it afterwards proved, to win, with the *Columbia*, the happenings and events of the time proving most clearly that Capt. Barr's skill was more than necessary—it was a vital factor in the resulting victory.

"It was just like the Commodore," was the way his friends explained his act of generosity. For while a gentleman of dignified bearing, the Commodore is a genial and hearty friend and sympathizer. He is an ardent admirer of all gentlemanly sports, and while the Larchmont Yacht Club is second to none in the world in point of standing, influence and the frequency and importance of its racing features, it is certain that the re-election of Clarence A. Postley to the position of Commodore is another step in the right direction—he is the right man in the right place. The Commodore is a natural born yachtsman, and has sailed the waters in this and other parts of the country most frequented for such purposes for many years. Besides being Commodore of the Larchmont he holds membership in the Atlantic, Seawanhaka, American, New York and other yacht clubs.

Last August Commodore Postley purchased the steam

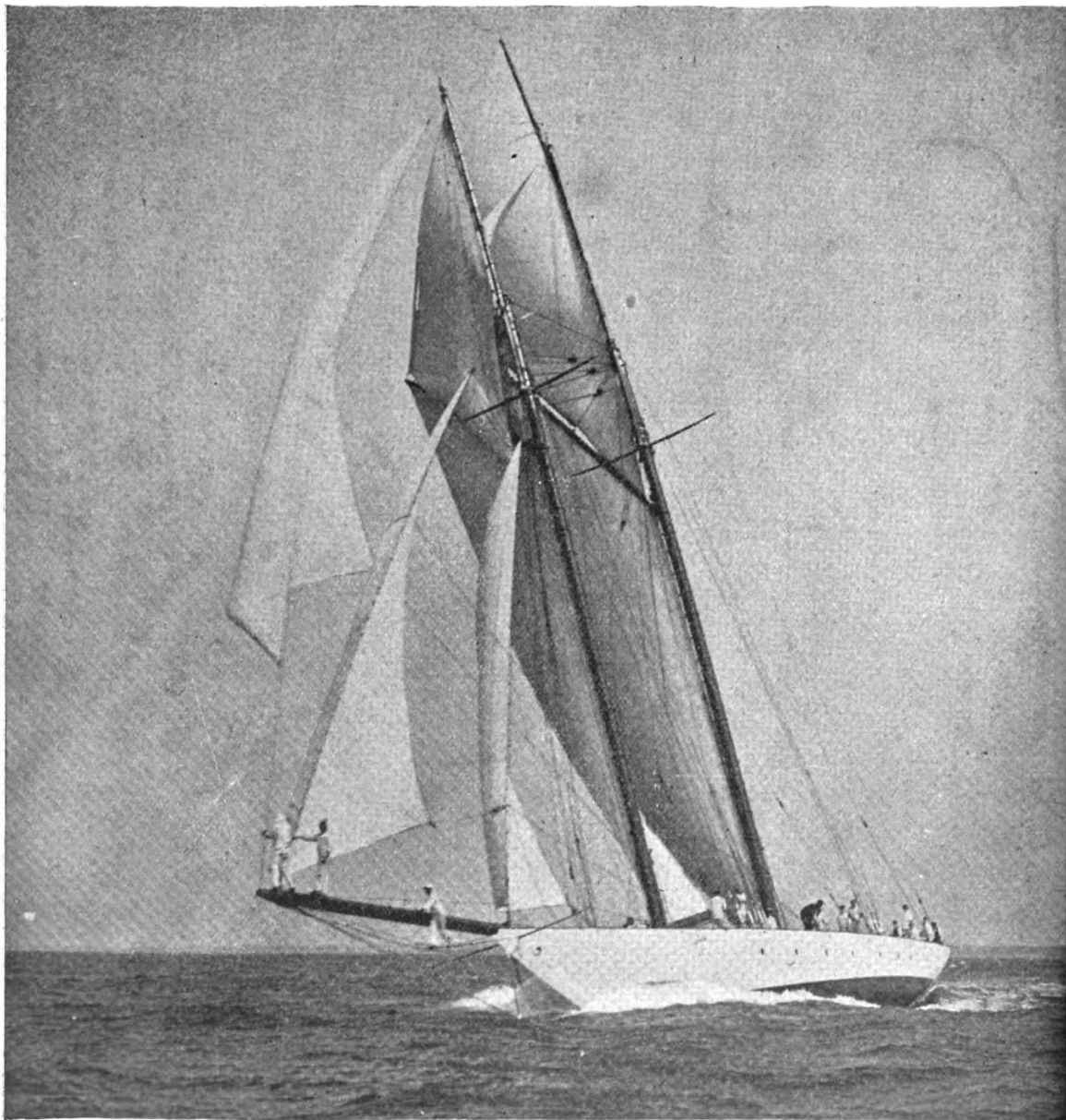


CLARENCE A. POSTLEY,  
Commodore Larchmont Yacht Club.



ALBERTA.





COLONIA.

yacht Alberta, which now lies in the McIntosh Basin, Brooklyn, being thoroughly overhauled for the coming season. Her chief dimensions are: 189 feet over all, 100 feet water line, 21½ feet beam, 11 feet 9 inches depth and 9 feet draught. She has triple expansion engines with eight cylinders, two 12½, two 20 and four 22½ inches in diameter, respectively, and with 18 inches stroke of piston. Her name will be changed to Colonia.

The original yacht of that name, owned by Commodore Postley, is now the property of Commodore Lewis Cass Ledyard, and therefore is flagship of the New York Yacht Club. She has been re-christened the Corona. Her record is a substantial one. During the season of 1899 she raced in seven contests under the auspices of the New York Yacht Club. On June 22 she was placed third, on August 7, 9, 10, 11 and 12 she was placed first, and on August 14 fourth. In the races

of the Atlantic Yacht Club she was first on June 20 and third on July 6. In the regattas of the Larchmont Yacht Club, of which her owner is now Commodore, the *Colonia* was placed first on June 17 and July 4, third again on the latter date, and she had two firsts and a third to her credit on the 15th of the same month. On the 17th and 19th she won a first on each occasion, and on the 21st and 22d and on August 5 she was placed second. On August 6 and September 11 she won again.

Commodore Postley occupies one of the most palatial residences on Fifth avenue, where his system, order, taste and geniality have established one of Greater New York's ideal homes of the rich, from whence flow commerce and prosperity, while his popularity is universal. This gentleman's keen conception and native intellect has made him a power among men while sailing the waters of life with his own compact individuality at the helm.

## HENRY G. WEIL.

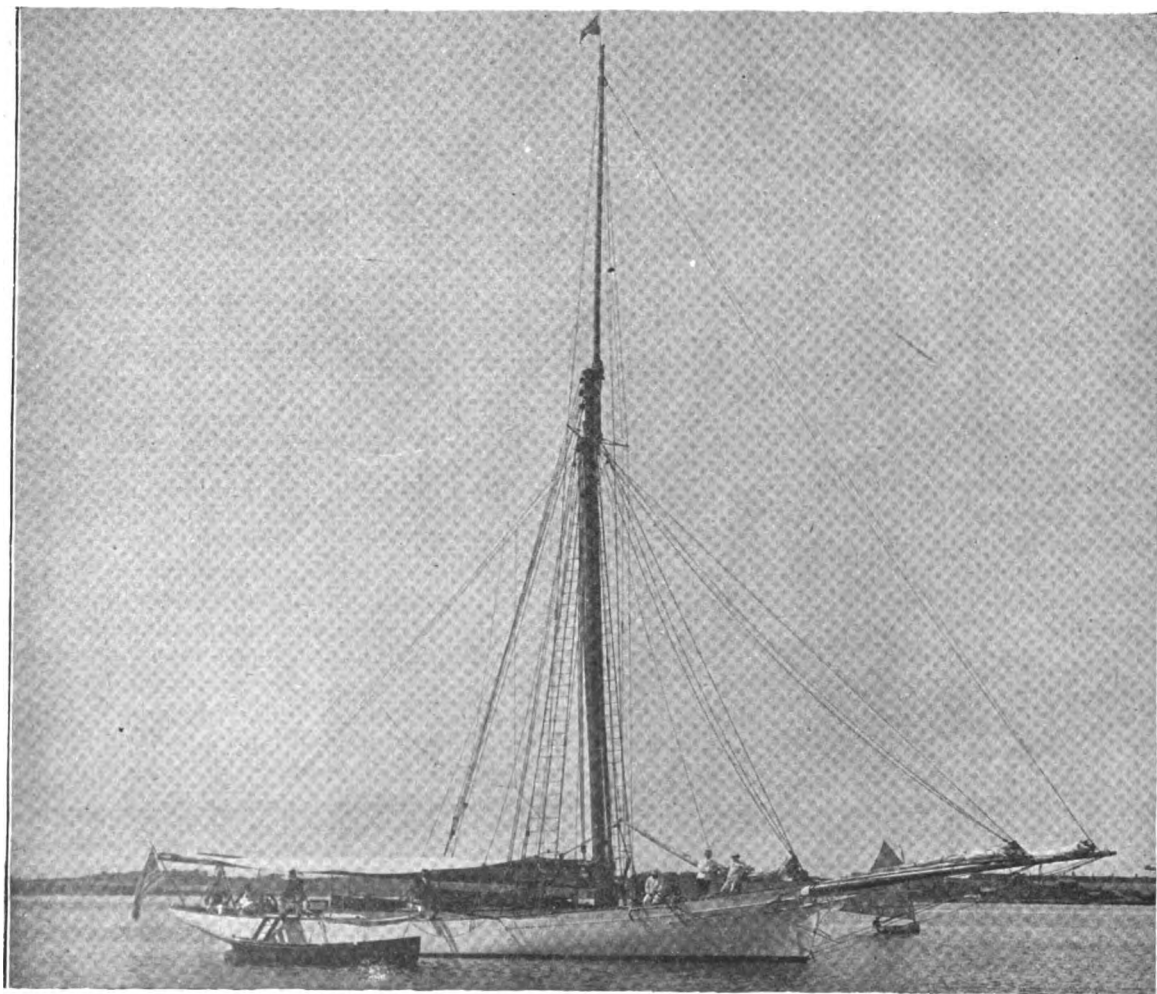
The sloop yacht *Dare*, the property of H. G. Weil, has seen many years of service, both as a participant in races in

which she made a good showing and as a pleasure boat. She has not raced since she came into the hands of her present owner. She was built in 1876 by J. H. Soule, of Bristol, for M. Ballou, and afterwards passed into the hands of J. H. Sterling, who sold her about seven years ago to H. G. Weil. Her present owner no longer races her, using her entirely for cruising and pleasure purposes.

*Dare* was formerly *Lottie*, and was rebuilt in 1896 by Murnan, and again altered in 1890 by Pollon. She is a sloop keel yacht, and her dimensions are as follows: Length over all, 70 feet; load water line, 57.1; beam, 17.2; draught, 7.2; depth, 5.5.

Henry G. Weil was born in St. Louis, Mo., but moved to New York, and has been a resident of the latter city for a number of years. He is as well known in financial as in yachting circles, having been a member of the New York Stock Exchange for about six years.

Yachting is the form of sport which has the most charms for him, and he is one of the most enthusiastic yachtsmen in the Atlantic Yacht Club. He was elected a member of this club September 30, 1892, and ever since his election has been most active.



DARE.

## ARTHUR COLBURN.

The centreboard yawl *Venitzia*, owned by Arthur Colburn, of Philadelphia, formerly a sloop, was built and sailed in Eastern waters, where she was always a successful cup-hunter. The alteration from sloop to yawl, while it has detracted nothing from her sailing qualities, has added much to her seaworthiness and comfort.

The *Venitzia*'s principal dimensions are 63 feet 4 inches over all, 54 feet 6 inches water line, 18 feet 3 inches beam, with 6 feet draught. Her net tonnage is 32; of her 12 tons of ballast, half is lead on the outside. Her cabin accommoda-

tions are ample and comfortable, she having seven feet head room.

Mr. Colburn is an old and experienced yachtsman and has been the owner of several good boats, and the fact of his having owned the *Venitzia* for more than ten years speaks well for her good qualities. She is very staunch, able and easily handled. Her owner, with his family, has for several years past cruised from Philadelphia, outside, to New York with a crew of only two besides himself, and with this small crew he has been able to handle his boat with ease and safety in all kinds of weather and to hold his own and win prizes when cruising and racing with the clubs to which he belongs.

Mr. Colburn rebuilt the *Venitzia* completely a few years ago, so she is to-day a sound, strong boat.



VENITZIA.

## COMMODORE DAVID BANKS.

Few yachtsmen can boast of such an enviable all-around sporting record as David Banks, the present Commodore of the Atlantic Yacht Club and owner of the fine old schooner yacht *Water Witch*, the flagship of that prosperous organization. He is now in his seventy-third year, and yet he is as active and vigorous, afloat or ashore, as many men of half his years. From his boyhood he has been a great lover of water sports, and at ten years of age he was able to sail or row a boat with more than usual skill. It was often his delight in those days to sail what was known as the "Fulton Market Pet," a small boat with a leg of mutton sprit sail. David Banks organized the Hudson Navy, and was one of the pioneers of the Atlanta Rowing Club, which afterward became the Atlanta Boat Club, of which he has been several times the president.

Away back in the fifties he took an eight-oared racing crew to Philadelphia. After passing through the Raritan Canal to New Brunswick they carried the shell across country to Lock No. 1, at Trenton, put her in the Delaware River and rowed down to Philadelphia, where they challenged the Schuylkill Navy, rowed them on their own river and defeated them. The New York crew were the guests of the Pennsylvania Barge Club during their stay in Philadelphia.

As a patron of all classes of outdoor sports Mr. Banks has a national reputation. His advice is sought on controverted questions relating to various sports, and he is regarded as an authority on almost any subject of athletics or yachting. The Commodore was at one time champion bird shot of the United States.

At running, rowing, boxing and fencing he was hardly ever excelled in the early days. In proof of this the Commodore has quite a collection of trophies won in contests at various sports. David Banks has organized thirty clubs, all of which are in existence to-day, and chief among the many trophies he has offered was a silver championship challenge belt to be rowed for annually. It was first won on Oct. 6, 1864, by A. L. Swan, who rowed five miles in 48 minutes 15 seconds. George Roahr won it in 1865, rowing three miles in 27 minutes 40 seconds. In 1866 W. C. Mainland was the winner, and the winner for the following three years was Russell Withers, whose best time for the three miles was 24 minutes 5 seconds. In 1870 Eben Losee won it. He also held it during the four years following. In 1873 he rowed two miles in 14 minutes 25 seconds, and in 1874 two and a half miles in 19 minutes 48 seconds.

The career of Commodore Banks as a yachtsman is a most interesting and creditable one. This is the second time he has held the position of Commodore of the Atlantic Yacht Club. He was elected in 1892, and after serving three years, during which he put the club on a thoroughly sound financial basis. The first yacht owned by David Banks was the jib and mainsail boat *Aeolus*. After many successful races she was lost in a gale off Gay Head in 1850. For the past



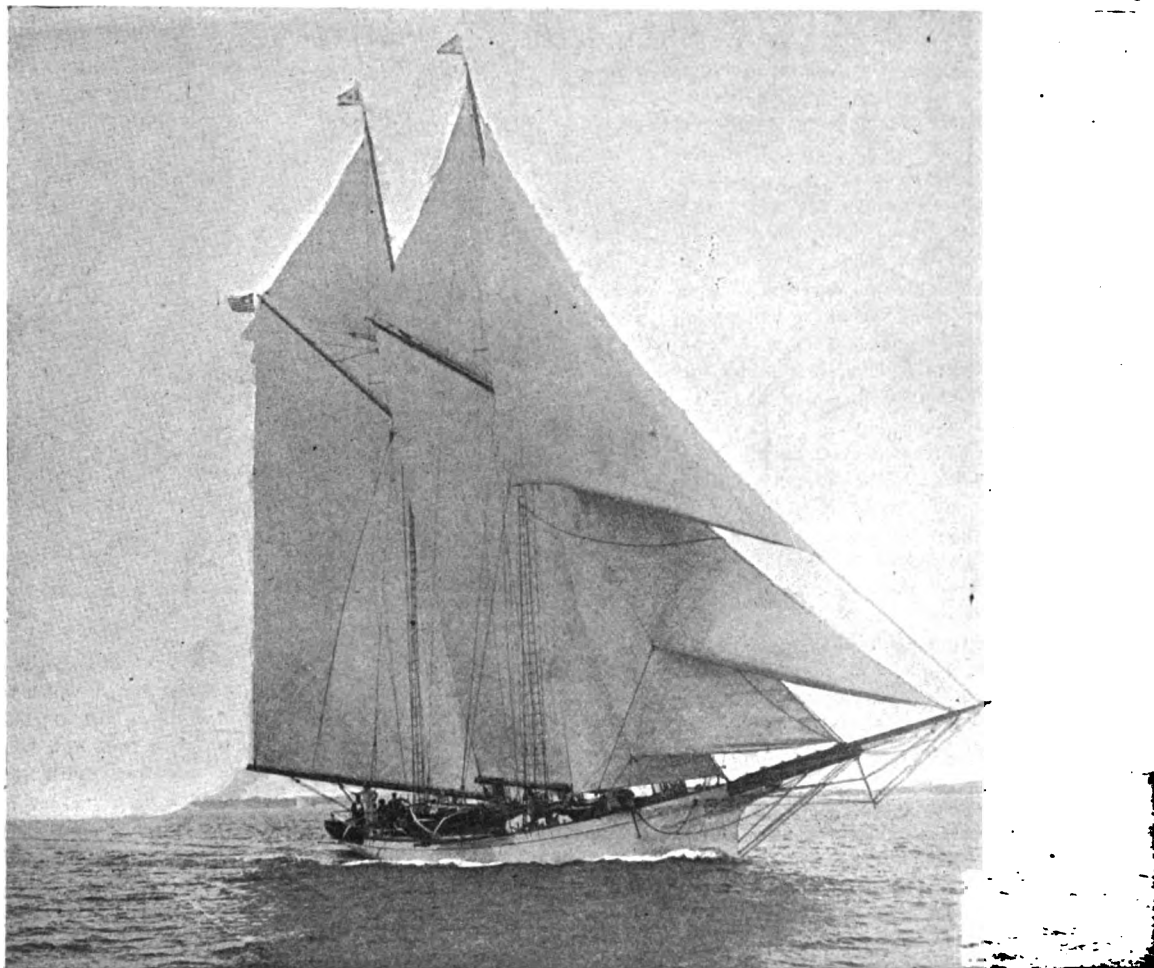
DAVID BANKS,  
Commodore Atlantic Yacht Club.

ten years he has owned the schooner *Water Witch*, which he has had rebuilt, putting in also new spars and rigging. Among her famous runs was one of six hours from New London to Whitestone. Another good run was from South Norwalk to New London in six hours and a half. Sailing at 12:30, with a fine southwest breeze, she passed Penfield Reef at 1:36, Stratford at 2:10, New Haven at 2:53, Faulkner's Island at 4:02, Cornfield at 5:18 and Bartlett's Reef at 6:35. In 1892 Commodore Banks offered a handsome silver cup for the famous forty-six foot class. It was won by Edwin D. Morgan's *Gloriana*, the yacht that revolutionized the models of racing yachts by her remarkable performances.

The principal dimensions of the *Water Witch* are: 88 feet over all, 78 feet water line, 22 feet 4 inches beam, 10 feet 6 inches draught. She was built by D. O. Richmond at Mystic, Conn.

Commodore Banks, who is President and director in thirty six clubs, was born in this city in 1827. He attended the Fifth Ward School, and graduated from James Shea's Academy in East Broadway. Besides being President of the New York University Athletic Association he is a veteran member of the New York Volunteer Fire Department, Vice-President of the East River Bank, President of the Artificial Granite Company, a trustee of the United States Life Insurance Company and President of the Banks Law Publishing Company, the oldest firm of the kind on the continent.

All his life Mr. Banks has been a staunch Democrat, but although he has frequently been offered political positions he has always declined them. The most important of these was the nomination for Mayor of this city, which he declined. The



### · WATER WITCH.

clubs to which Mr. Banks belongs, some thirty-six in number, include the New York, Union, City, Suburban, the Riding and Driving Club, St. Nicholas, Lotos, New York, Atlantic and Norwalk Yacht Clubs. He was also the founder of the Atlanta Boat Club, of which he is the oldest member and its present Commodore. In June, 1892, he furnished a handsome silver cup for the famous forty-six footers to race for. It was won by Edwin D. Morgan's *Gloriana*. Mr. Banks is also a member of the Adirondack Club, the Walton Fishing Club, the Pequot Association of New Haven, the Hudson Navy, the Thames Club, the Colonial Society, the Sons of the Revolution and the Colonial Wars. He is a commander of the Society of Foreign Wars, a member of the Metropolitan Museum of Art, the American Geographical Society, the Delta Chi and Zeta Psi fraternities, Kane Lodge, Jerusalem Chapter, Coeur de Lion Commandery and the Old Guard.



## COMMODORE FREDERICK T. ADAMS.

No stronger or more sincere advocate of the royal sport of yachting can be found in New York than the owner of the famous schooner yacht *Sachem*, Frederick T. Adams, who was Commodore of the Atlantic Yacht Club in 1898 and 1899, and Vice-Commodore for three years prior to that date. Much of the present success of that flourishing organization is due to his influence and personal efforts during his administration as the club's chief officer.

To those who have been fortunate enough to sail with the commodore the blue letter "A," set lengthwise in his private signal on a white arrow-head and on a red field, has a pleasant double significance. Besides "Adams" it means "affability," abundant hospitality and a most cordial welcome on board the flagship.

Very few yachtsmen who have risen to the rank of Commodore have as strong a claim to that title from a sailor-man's standpoint as Commodore Adams, for away back in the "seventies" he earned his living at sea and knows the rig of a ship, as an old shellback would say, from keel to truck and from clew to earring. He shipped in 1872 in the clipper ship *St. Charles* for Cape Town, going from there to San Francisco. After sailing a short time on the west coast he passed an examination for midshipman in the Pacific Mail Steamship Company's service and was assigned to the *City of Peking*. In that vessel he had an experience that made a lasting impression on him. She sailed through the Straits of Magellan on her way to San Francisco, and down there in the South Atlantic she lost two blades of her propeller. The steamer made such slow progress that she was at one time given up for lost, having left New York in September, 1874, and not arriving at her destination until February, 1875. After making a trip to China young Adams engaged in mining in Colorado, and in 1880 he came to New York. He joined the Mining Exchange at once and established himself in the business of dealing in farm mortgages.

Without any previous experience in business, but with the benefit of a splendid education, received years before at a Poughkeepsie academy, a determination to succeed, inherited from his father, F. Granger Adams, and with the solid common sense acquired in his seafaring life, Frederick T. Adams cast his lot with the great financiers of Wall street. In fourteen years he had made a fortune.

Six years after he began business in New York he became a director in the Chase National Bank. During the same year he purchased a seat in the New York Stock Exchange, and in October he was married to Miss Witherbee, of Scarborough, Mass. About the same time the present successful stock brokerage firm of F. T. Adams & Co. was organized. W. E. Pearl is the present partner in the firm.

In Wall street the Commodore, besides being universally popular, has the reputation of being a fearless, but by no means a reckless operator. During Presidential and State elections he has placed some of the nearest wagers on his candidate for himself and for his friends on the Stock Exchange. His foresight in the manipulation of these wagers has invariably been successful.

Mr. Adams comes of a family of bankers. His grandfather on his mother's side was John Thompson. The latter, with his sons Fred and Sampson C. Thompson, founded the First National Bank of this city, and later the Chase National Bank. John Thompson remained at the head of that institu-



EX-COMMODORE FREDERICK T. ADAMS.

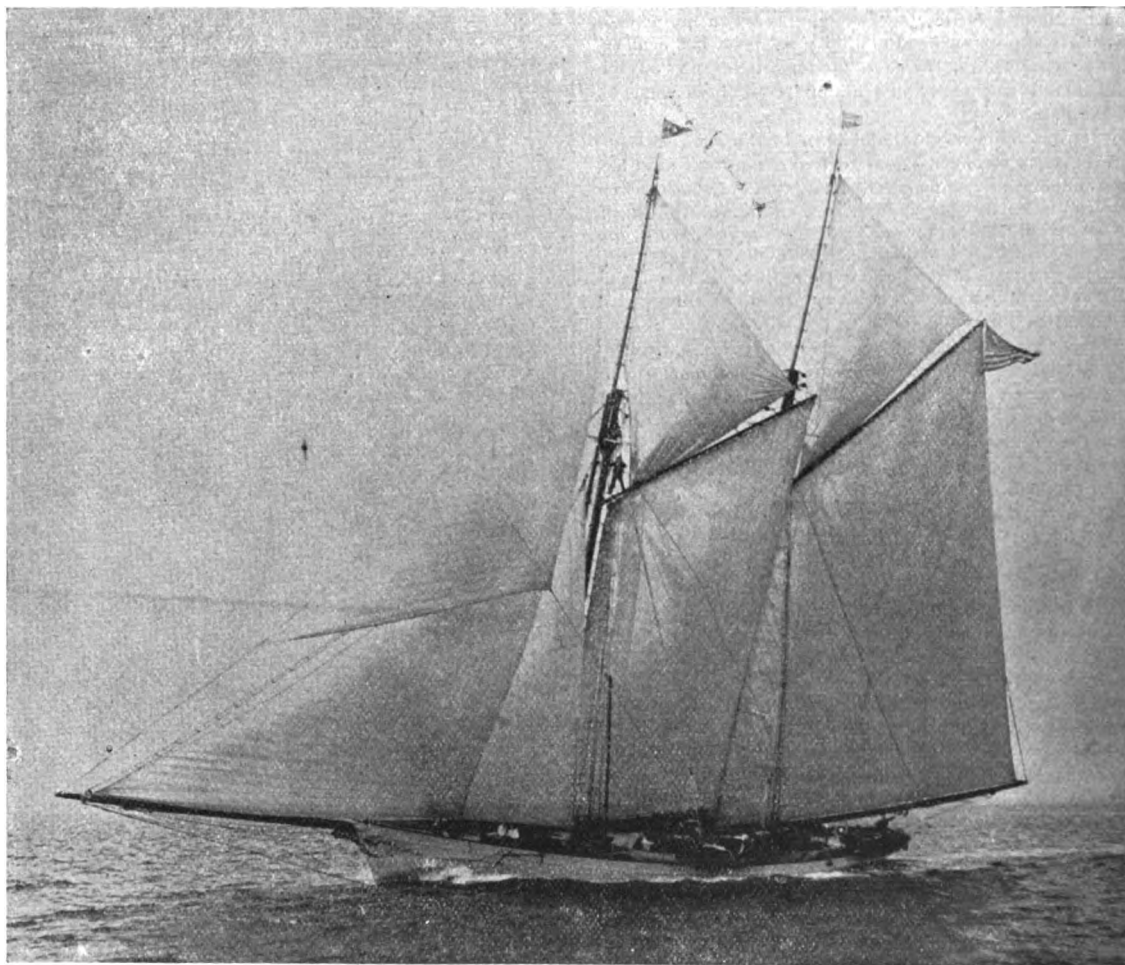
tion until 1898, then became its Vice-President. Until he died in 1901 he was the oldest living bank officer in New York.

F. Granger Adams, the father of F. T. Adams, married the daughter of John Thompson. He went to California in 1849, returning to Chicago during the fifties to engage in business. He retired in 1886 to live at Coxsackie, N. Y., where he still resides in the old homestead.

Commodore Adams is a member of the New York Stock Produce, Cotton and Coffee Exchanges; also of the New York Athletic, New York, Suburban Riding and Driving and Manhattan Clubs, the New York, American, Larchmont and Atlantic Yacht Clubs, the Metropolitan Museum of Art and

Jerse Metcalf, of Providence, for whom she was designed by Burgess and built by Lawley, of Boston, in 1886. Her chief dimensions are 102 feet over all, 87 feet 3 inches water line, 23 feet 8 inches beam and 8 feet 9 inches draught. Her displacement is about 90 tons. As the flagship of the Atlantic Yacht Club the *Sachem* has won an enviable reputation.

As an evidence of their keen appreciation of the work of Commodore Adams in furthering the interests of the Atlantic Yacht Club, its members, at a banquet given in his honor at the Waldorf-Astoria Hotel, presented him with a superbly



**SACHEM.**

Chamber of Commerce. He was a member of the Committee on Shippin, Harbor Decorations and the Water Parade of the Dewey Committee during the recent celebration.

Always interested in yachting, Commodore Adams first purchased the sloop *Espirito*. She was a Burgess designed boat, 51 feet over all, 45 feet water line and with a beam of 16 feet. She was built by Hartshorne of New Rochelle for Thomas Webber in 1883, and Mr. Adams, who rebuilt her, enjoyed many pleasant cruises in her. Later on he and John G. Moore bought the schooner *Sachem* from C. D. Owens and

engraved silver punch bowl, valued at \$1,000.

It was by the use of the *Sachem's* twenty-one-foot naphtha launch last October, off Tybee, Ga., that the fine coastwise steamship *Ponce* was saved from almost certain destruction. The steamer had lost her propeller in a gale. Commodore Adams was taking his launch South as freight on the steamer's deck. At the captain's request the launch was loaned to save the ship. She was successfully launched, and she covered thirty-two miles in a rough sea in seven hours. The following inscription has been engraved on a silver plate and

fastened on the launch's backboard by order of the Ponce's owners and the underwriters:

Presented by the Underwriters and the  
New York and Puerto Rico S. S. Co.  
to  
**FREDERICK T. ADAMS**  
for  
Services Rendered by His Naphtha  
Launch Sachem to the S. S. Ponce  
While in Distress Off Tybee, Ga.,  
October 28, 1890.

Every season it has been the Commodore's custom to take a party of friends on board the Sachem at Marblehead, Mass., and make the run around Cape Cod over the shoals to New York. Every comfort was always provided for the guests in the Sachem's splendidly equipped cabin, and the trips have always been most enjoyable ones. In May, 1894, in a gale from the eastward the Sachem, under reefed mainsail, foresail and jib, made the run of eighty miles from Port Jefferson to Bay Ridge in six hours and forty minutes. Her best recent performance, however, was in the ocean race of 138 miles from Shelter Island to Sandy Hook, against the schooners Ramona, Coronet and Katrina, for a \$250 cup. The latter schooner won only by one second, with the Sachem second.

A trophy from the recent Spanish war, of which Commodore Adams is naturally proud, is a 12-inch gong from the engine room of the battleship Maine. It was presented by J. M. Ceballos on May 20, 1898. A telltale compass from the warship Kearsage, wrecked on Roncador Reef, also hangs in the cabin.

Commodore Adams took great interest in the last international race, and the Sachem, with her splendid fitting suit of sails, was seen every day following the yachts over the

course. Sir Thomas Lipton visited the yacht and expressed his admiration for her excellent condition.

The Sachem's record follows:

August 7, 1886—Maiden race for Goelet Cup, off Newport, R. I., finished third in fleet of eleven schooners.

October 1, 1886—Twenty miles to windward and return, Brenton's Reef to Block Island Buoy, against schooner Milanda. Sachem won by 8 minutes 44 seconds.

June 5, 1887—New York Yacht Club annual. Won first prize, beating the Montauk 9 minutes.

June 23, 1887—Eastern Yacht Club regatta. Beat Iroquois 16 minutes 40 seconds.

August 5—Goelet Cup races. Beat Iroquois 6 minutes 14 seconds.

August 8—Morgan Cup. Beat Iroquois 40 minutes 44 seconds.

August 11—Eastern Yacht Club regatta. Beat Iroquois 3 minutes 44 seconds.

August 15—Providence City Cup race, East Chop to Brenton's Reef. Beat Magic 11 minutes 40 seconds, giving her double time allowance.

August 16—Newport Citizen's Cup race. Beat Magic 2 minutes 20 seconds.

In 1888 she won five first prizes, including the Goelet Cup off Newport, beating the Grayling 2 minutes 29 seconds. Won also the Martha's Vineyard Cup, beating Sea Fox 4 minutes 55 seconds over a thirty-five-mile course.

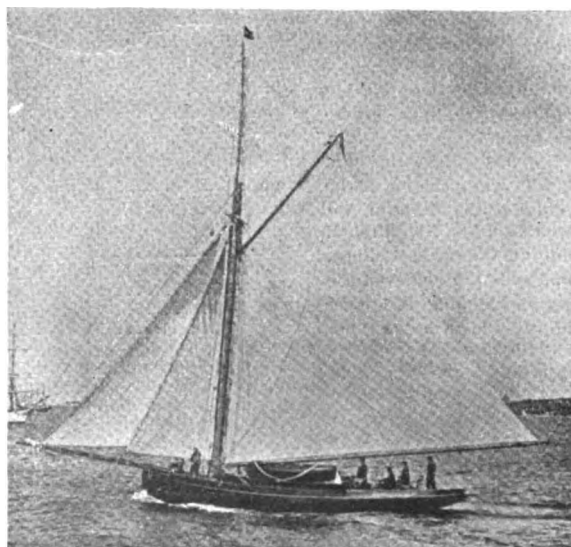
July, 1895—Cruise of Atlantic and Larchmont Clubs. Finished second every day, with the Emerald first. Won three second prizes.

Cruise of 1896—Sachem sailed against Colonia every day and made a good showing. Sachem Flag won by pair-oared gig from the Embra's crew at Shelter Island. Sachem's naphtha launch won race of one mile with a turn in 8 minutes 52 seconds.

1897—Sachem was the flagship on the cruise in July.

October, 1897—F. T. Adams bought John G. Moore's interest in Sachem.

June 18, 1898—Adams Cups sailed for.



**ESPIRITO.**

## HON. JOHN MURRAY MITCHELL.

A yacht with a history is the handsome and speedy Bedouin, the property of Commodore John Murray Mitchell, of the American Yacht Club. She is of the keel cutter type,

The accompanying is an excellent likeness of The Bedouin and is equally useful and handy for cruising as she is for racing purposes. The Bedouin was designed by John Harvey and was built in 1882 for Archibald Rogers by H. Piegras, of Greenpoint, L. I.

The accompanying is an excellent likeness of The Bedouin in racing trim, with all sails set, presenting a picture most pleasing to the eye. Her well defined lines are clearly shown, and she looks as speedy as her name would imply.

There is no doubt that the Bedouin is as strong as any, if not the strongest built yacht afloat, and she is as sound as the day she was launched. She is double planked, copper fastened, oak timbered, with planking consisting of mahogany and teak. She has iron keelson pieces on top of keel and iron knees in wake of mast partners. She has 46 tons of lead on her keel, cross bolted with composition bolts and 30 tons of lead ballast fitted between frames, which makes a solid flooring over keelson. All her companionway and deck fittings are of teak and mahogany. In addition to six feet of hold she has seven foot of head room clear from the eyes of her fore-castle aft to the stern post.

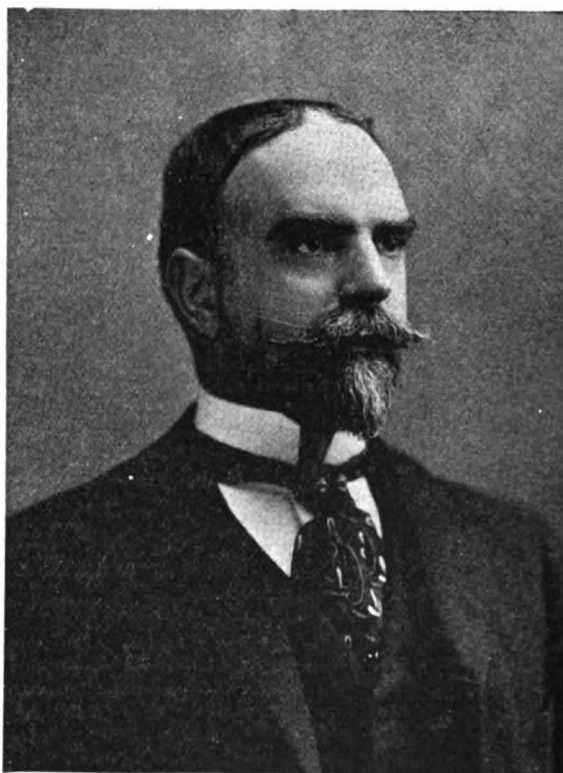
The main saloon of the Bedouin is the full width of the ship, being about 15x12½, her great depth giving her unusually large floor space for the size of the saloon. All through the saloon is fitted up with carved panels of oak and mahogany, hand polished. This gives the interior a very rich and at the same time very bright effect. She has three staterooms, one large double room aft, with toilet room connecting, and bath tub under the floor, which can be used for either fresh or salt water, and two other staterooms, one on the port side aft of the saloon, and a large one on the star-board side forward of the saloon and two transom lockers in the main saloon. The Commodore is his own captain.

The crew of the Bedouin consists of a sailing master, mate, two quartermasters, three seamen, steward, cook and cabin boy. She flies as her private signal a blue circle, in the centre of which is a red star on a white background.

Commodore John Murray Mitchell, owner of the Bedouin, is a son of the late William Mitchell, who was a justice of the Supreme Court of New York and a judge of the Court of Appeals of New York State. Born March 18, 1858, Mr. Mitchell in his early youth, while a student at Columbia College, showed his fondness for yachting, and as a boy achieved the reputation of being a clever amateur yachtsman. A lawyer by profession, being a member of the well-known firm of Dons Passos Bros. & Mitchell, with offices at No. 20 Broad street, he has yet found time to serve two terms in Congress. While there Mr. Mitchell was on the Banking and Currency, besides two other committees, and was particularly energetic in furthering sound money legislation. His connection with the most prominent yacht clubs of the country, including the New York, the Seawanhaka-Corinthian and the American, of which he was recently elected Commodore, gives some idea of his enthusiastic yachting proclivities.

Commodore Mitchell's Bedouin was built for a sea-going vessel, and is unusually heavily sparred and rigged, and has shown her excellent sailing qualities in the following races:

First match race, October 16, 1883—Bedouin vs. Gracie;



HON. JOHN MURRAY MITCHELL,  
Commodore American Yacht Club.

course twenty miles to windward from Buoy No. 5, off Point Sandy Hook, and return. Bedouin beat Gracie 19 minutes 5 seconds.

Second match race, October 18, 1883—Bedouin vs. Gracie; course same as above. Bedouin beat Gracie 15 minutes 5 seconds.

Goelet Cup, August 8, 1884—Triangular course, about forty-five miles, from Brenton's Reef Light Boat, Newport. Bedouin wins. Corrected time:

	H. M. S.		H. M. S.
Gracie .....	—	Wileaway .....	—
Bedouin .....	10 16 40	Athlon .....	11 40 54
Heen .....	10 23 57	Isis .....	—
Mischief .....	—	Eclipse .....	—
Wenonah .....	10 54 58		

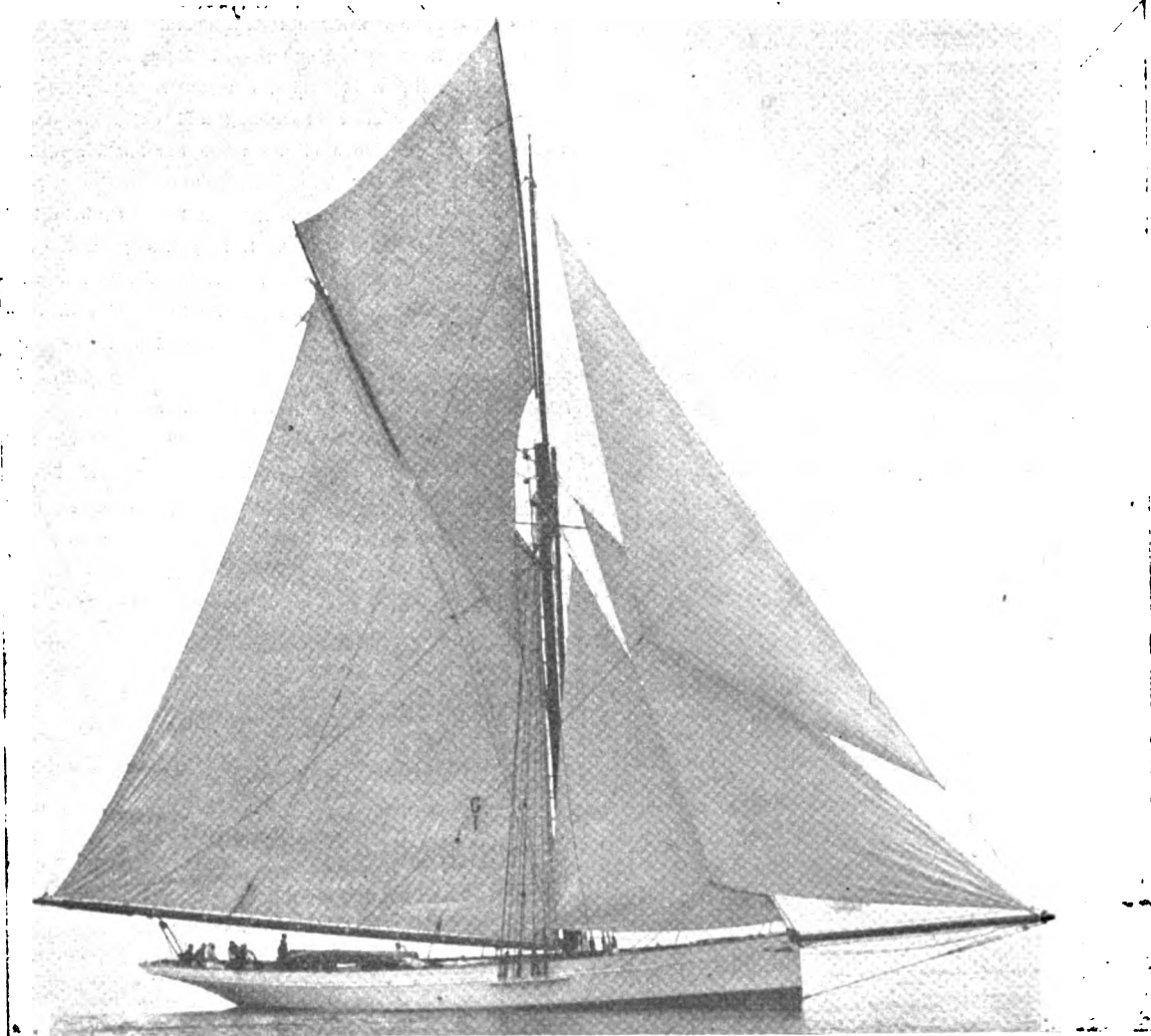
Commodore's cup, over the sixty-mile course, August 12, 1884—Course triangular from Brenton's Reef Lightship to and around the Sow and Pigs Light, thence to and around the buoy on northeast point of Block Island, thence to Brenton's Reef. Bedouin beaten by 1 second. Corrected time:

	H. M. S.		H. M. S.
Bedouin .....	8 42 11	Mischief .....	8 42 10
Heen .....	8 50 00	Athlon .....	9 48 32

First trial race, defender for America's Cup, August 21, 1885—Course twenty miles to windward and return, from Sandy Hook Lightship.

	H. M. S.		H. M. S.
Priscilla .....	5 08 17	Gracie .....	5 22 58
Puritan .....	4 57 05	Bedouin .....	5 15 51

Race for the Goelet Cups, Friday, August 5, 1887—The cutter Bedouin won the private sweepstakes for sloops and cut-



BEDOUIN.

ters, beating the Stranger. Actual time, 5:25; corrected time, 52 seconds.

H. M. S.	H. M. S.
Volunteer..... 4 54 02	Priscilla ..... 5 12 46
Mayflower ..... 5 02 41	Huron ..... 5 13 20
Puritan ..... 5 03 40	Gracie ..... 5 14 57
Stranger ..... 5 06 41	Mischief ..... 5 22 82
Atlantic ..... 5 04 35	Pocahontas ..... —
Bedouin ..... 5 05 50	Fanny ..... —
Titania ..... 5 07 22	Concord ..... —

Cups presented by J. Pierpont Morgan, race August 8, 1887—Course from Vineyard Haven to Marblehead. Bedouin won. Second class sloops. Corrected time:

H. M. S.	H. M. S.
Bedouin ..... 27 17 04	Cinderella ..... 28 41 22
Gracie ..... 27 23 29	Fannie ..... 32 31 41
Clara ..... 28 19 07	Pocahontas ..... 33 01 50
Huron ..... 28 23 03	Uliha ..... 32 26 38
Stranger ..... 28 25 24	

Martha's Vineyard Cups, August 14, 1888—Course from flagship Electra in line with buoy off the Oak Bluff Dock; thence to and around buoy off Nobska Light, to and around a mark boat anchored off Buoy No. 2 off Gay Head, and return over same course. Third class sloops and cutters. Corrected time:

H. M. S.	H. M. S.
Bedouin ..... 4 25 19	Katrina ..... 4 27 04

Squadron run, New Bedford to Newport, August 17, 1888. Corrected time:

H. M. S.	H. M. S.
Bedouin ..... 4 45 32	Katrina ..... 4 47 00

In the twenty-seventh annual regatta of the Seawanhaka-Corinthian Yacht Club, held June 26, 1897, the Bedouin won in the class for sloops and cutters, first class, having a walk-over. The same year she sailed against the Vigilant on June 17 in the annual regatta of the New York Yacht Club in a very light wind and won a very beautiful and valuable silver cup.



## COMMODORE HENRY S. HOVEY.

Barring the cup defenders Puritan, Mayflower and Volunteer, there is no Eastern yacht that has attracted more attention and had a more varied career than the Fortuna, the property of Commodore Henry S. Hovey, of Boston. Fortuna was designed by A. Cary Smith and built by the Pollons in



HENRY S. HOVEY,  
Commodore Eastern Yacht Club.

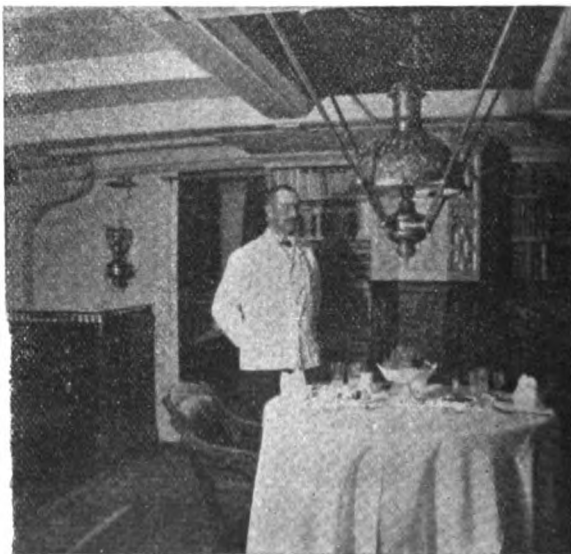
the spring of 1883. Her dimensions are, length over all, 109.40, length on water line, 96.80; beam, 22.60; draught, 12. She is a keel boat, and her racing measurement is 94.60. Her first appearance in racing waters was in the New York and Eastern Club regattas, in which she performed creditably and showed herself not only speedy but staunch as well.

Sailing from Gloucester, Mass., in the fall of the same year for the West Indies when off Bermuda she ran into stormy weather, which continued for several days, and finally came to a climax in a severe gale. The yacht was hove to for hours under double reefed foresail, and again demonstrated her heavy weather qualities by riding out the gale in excellent shape. How terrific was this gale may be imagined when it is stated that Her Majesty's Weather Bureau, at Gibbs Hill, Bermuda, reported the velocity of wind when

at the greatest height as blowing over 77 miles an hour. Few yachts could have weathered such a storm, but the Fortuna came out of it unscathed and passed the remainder of the winter among the West Indies, Commodore Hovey and his friends having a most interesting and enjoyable cruise, which was brought to a close on the Fortuna's return to Boston in May, 1884.

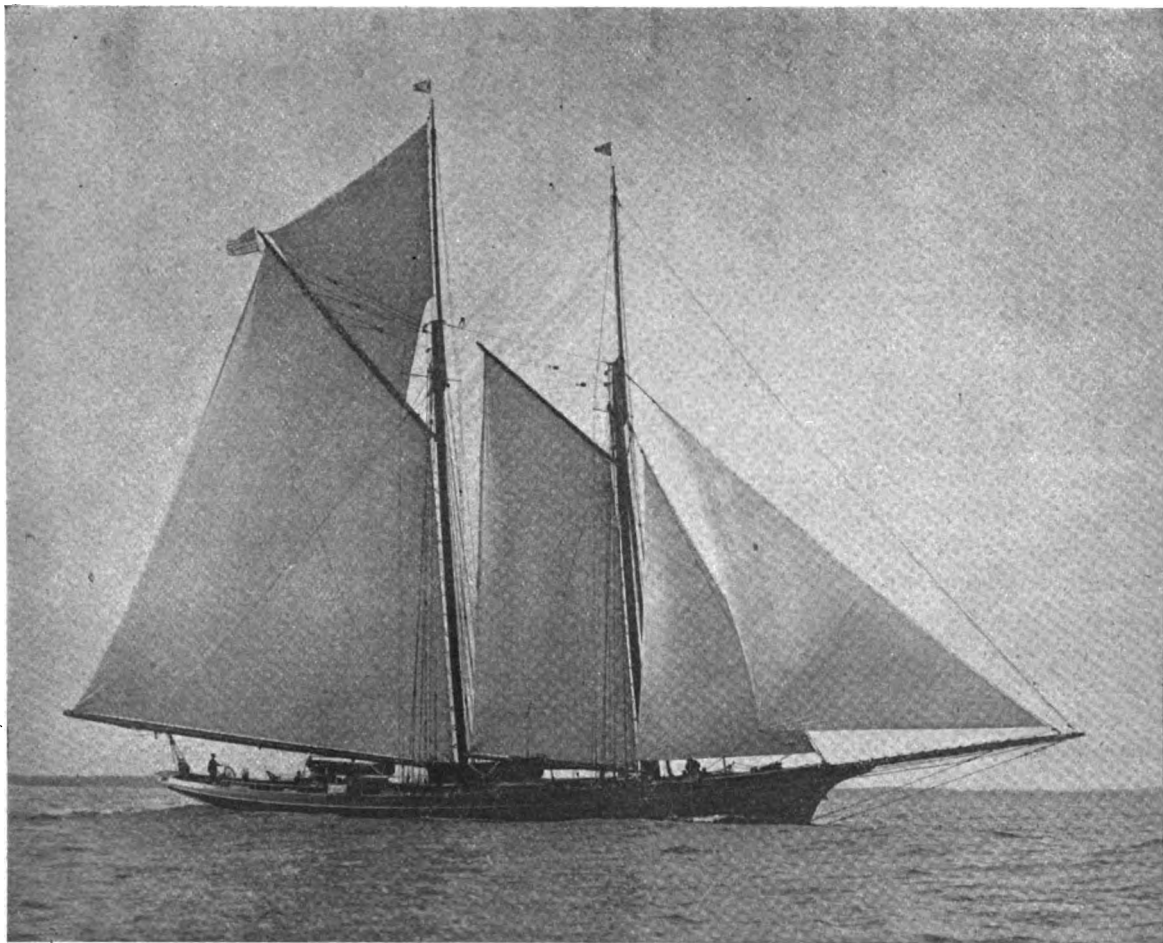
Fortuna was flagship of the Eastern Yacht Club in 1884, 1885 and 1886 and again in 1889. During these years the Fortuna won many cups, the most important of which was the Goelet Cup for schooners in 1885. As illustrative of Commodore Hovey's fondness for the sport and patriotic generosity, it may be mentioned that in 1885 he was one of the syndicate which built the cup defender Puritan.

In 1887, the Queen's Jubilee year, Commodore Hovey took her to England returning on her the following year. During the stay of the yacht abroad the Commodore was unable to get a race, although he entered Fortuna in three events during the course of the summer. In two cases Fortuna was the only schooner entered, and consequently had no competitor. In the third event, the "Jubilee Channel Race,"



FORTUNA DINING ROOM.

under the auspices of the Royal Yacht Squadron, from Cowes to and around Cherbourg Breakwater, thence to and around Eddystone Light and back to Cowes the Fortuna was so handicapped that her owner declined to start her, and properly so, as many English yachtsmen contended at the time. The Commodore was willing to race the Fortuna un-



FORTUNA.

der Yacht Racing Association Rules for measurement, but the Race Committee, taking these rules for a basis, added an arbitrary rule of their own, which so penalized the Fortuna's sail spread, causing her to give such enormous time allowance to the other schooners in the race, that her chances of winning were completely destroyed. Hence Commodore Hovey wisely decided not to start her, as the event was considered in the light of an international contest. The late Dixon Kemp, yachting editor of the London Field, the

authority in England on yachting matters, who was never known as showing any too great partiality for American yachtsmen or yachts, criticised most severely the action of the committee, and stated that "no yachtsman would race his vessel under such a handicap."

Since her return to America the Fortuna has been in commission much of the time, but has not participated in any regattas, being used by Commodore Hovey for cruising purposes only.

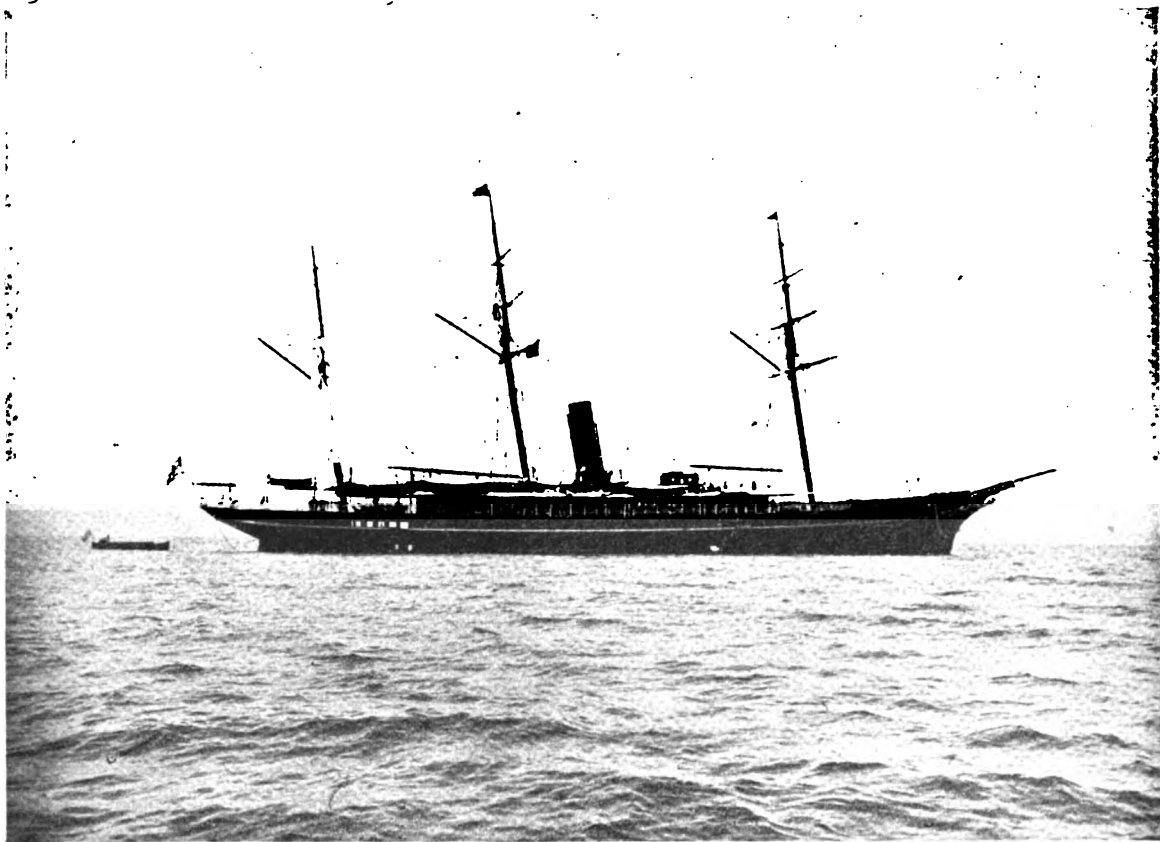
## HOWARD GOULD.

No American yachtsman has in recent years raced more successfully in foreign waters than Howard Gould, whose 20-rater yacht *Niagara* won so many races in England during the seasons of 1895-96, and whose palatial steam yacht of the same name is a model of its kind. To-day his interest in the grand sport of yachting is keener than ever before. Both of his yachts have the same name. His father was a yachtsman before him, so he comes naturally by his love of the sport.

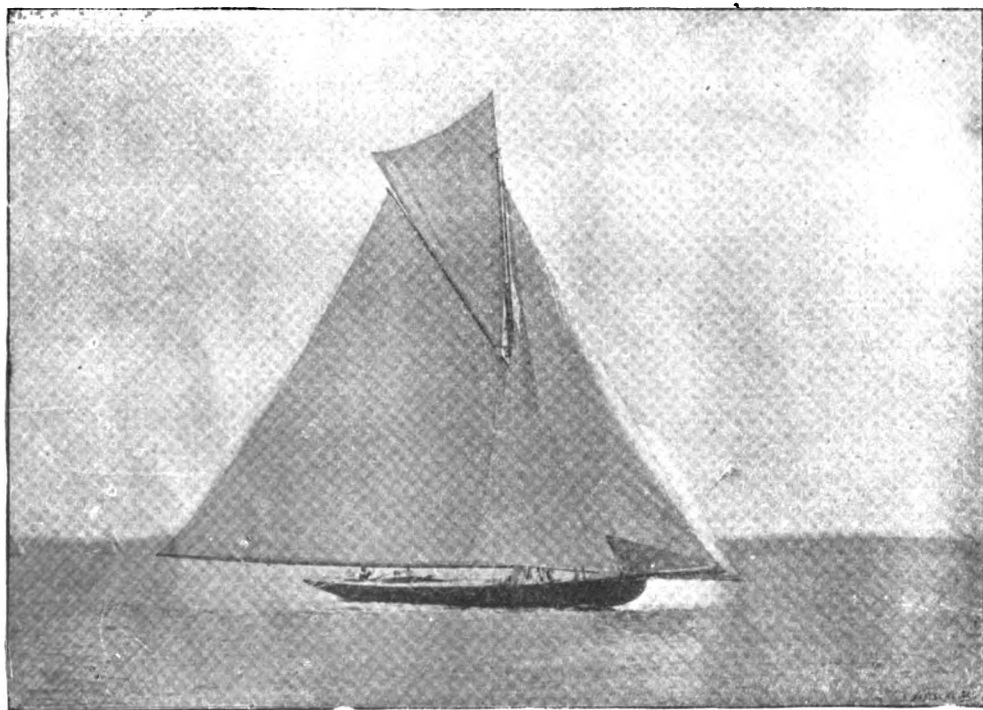
Mr. Gould's steam yacht *Niagara* is the equal of any craft of the same type afloat. She is furnished throughout with regal magnificence, but with discriminating taste and artistic effect. Comfort was the first consideration, and her owner and his guests have at their command everything that goes to make up a perfectly appointed home. *Niagara* and her owner gained unusual fame last summer. Mr. Gould went to Wolde, in Norway, and while there Emperor William, who is himself an enthusiastic yachtsman, called on Mr. Gould. The incident was universally commented upon, and it was generally considered that the visit was more in the nature of an international courtesy than a personal visit, the Emperor taking this means to pay his respects to the American government through a worthy representative. The honor was great, for few American yachts have been graced by the presence of one of the crowned heads of Europe. Emperor William was greatly impressed with *Niagara*, her fine lines and her general appearance appealing strongly to him as a



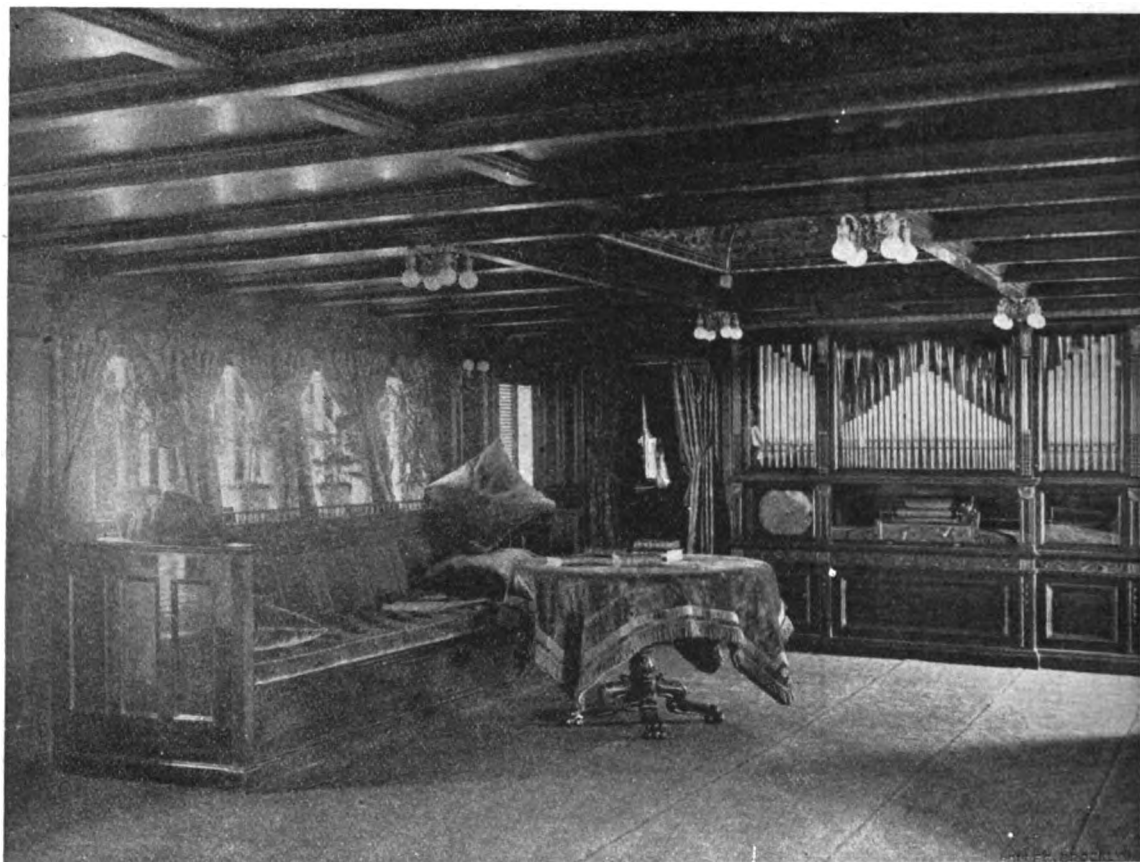
HOWARD GOULD.



NIAGARA.



LITTLE NIAGARA.  
101



MUSIC ROOM.

yachtsman. Of all the craft gathered at Kiel at the time, none was superior to *Niagara*, and her owner is justly proud of her, though he never boasts of her qualities. No expense was spared in her construction.

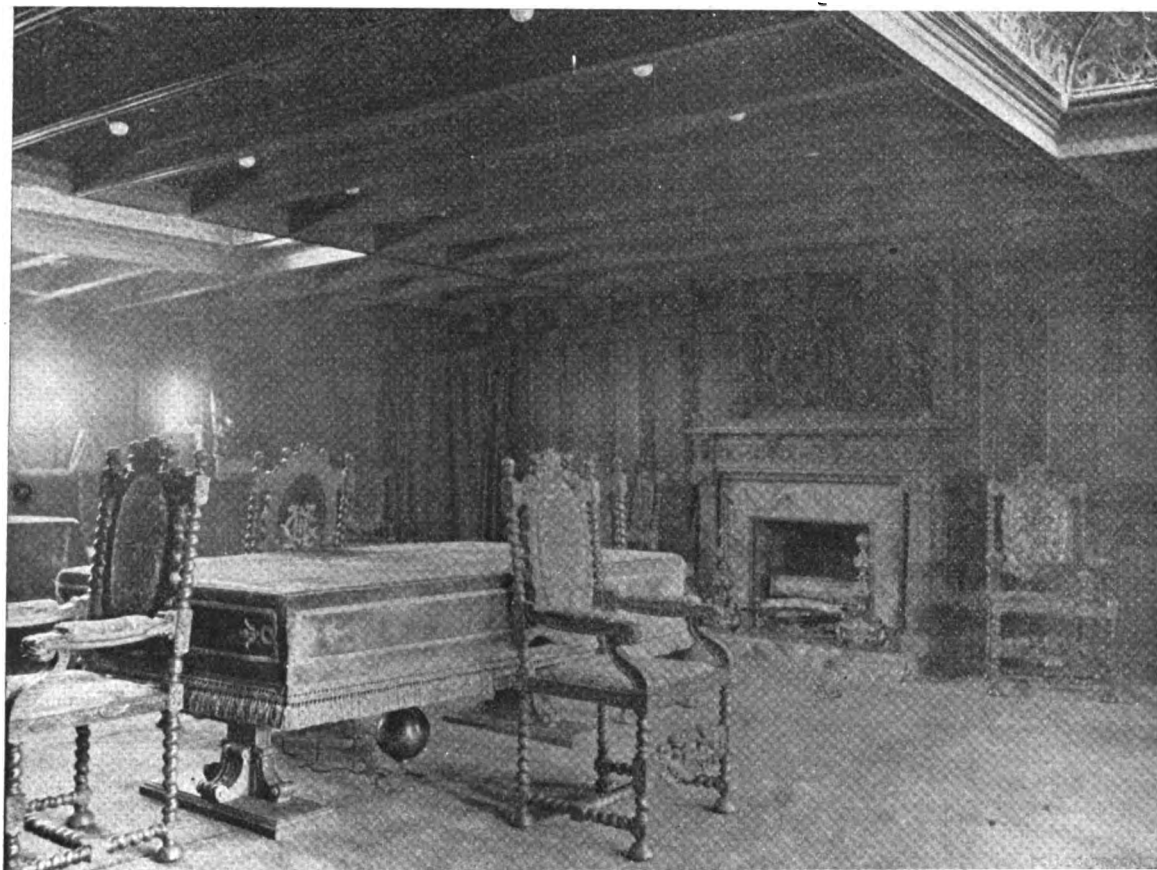
*Niagara* is a barque twin-screw steamer, and her dimensions are as follows: Length over all, 272 feet; length of water line, 247 feet 6 inches; extreme breadth of beam, 30 feet; depth of hold, 28 feet; draft of water, 16 feet 6 inches.

The accompanying illustrations give a fair idea of *Niagara*

and her palatial appointments. The interior decorations are triumphs of artistic skill, and are as studiously correct as those of the most modern and magnificent town house.

Was elected a member Oct. 26, 1893. From the first he has been an ardent and active yachtsman. Every follower of the sport is familiar with the record of his sail yacht *Niagara* in foreign waters during the seasons of 1895 and 1896. During the season of 1895 *Niagara*, a 20-rater, participated in fifty races in English waters, winning twenty-nine first prizes,





DINING ROOM.

nine seconds and one third prize, a total of thirty-nine prizes out of a possible fifty. Two of the prizes were from the Castle Yacht Club, one a challenge cup presented by the Earl of Dunraven in 1890, and the other was a special offered by H. Maitland Kersey. Some false charges were brought against Niagara relative to her water tanks. Her owner resented these insinuations, and his manly defense won for him the admiration of all, even his enemies.

Mr. Gould is as well known in business as in yachting and club circles. He is a large holder in railroad securities, and inherits his father's business tact and ingenuity. As long as yachting has the support of such men it will continue to flourish. He is also a member of the Atlantic, Seawanhaka-Corinthian, Larchmont and American Yacht Clubs, and several yacht clubs in England and Ireland.

## COMMODORE HENRY C. ROUSE.

Commodore Henry C. Rouse has carried the Seawanhaka-Corinthian flag as commodore longer than any other flag officer in New York or Boston waters, and, therefore, though still a young man is the oldest commodore, in point of service, of any prominent yacht club in this country.

But it is not simply as the commodore of longest service that Mr. Rouse has achieved distinction in yachting. Despite his arduous duties in the very responsible position of chairman and president of the Missouri, Kansas and Texas Railway system, he has won distinction as a navigator and designer, and has owned some famous yachts, perhaps the most notable being the hundred ton schooner Iroquois. Highly meritorious have also been the performances of the race boat Shark, a fin-keel one-rater which Mr. Rouse built in 1897 for the purpose of competing for the International Cup for small boats.

The Shark, although not the accepted boat in the contest for the honor of representing the Seawanhaka-Corinthian Yacht Club in its races at Montreal in 1897, still won seventeen first prizes and two second prizes in various races that summer. Her dimensions are:

Length over all.....	29.50 feet
L. W. L.....	18.00 feet
Beam, extreme.....	6.00 feet
Draft .....	5.00 feet

Besides the schooner Iroquois, which he bought in the autumn of 1894, and sold last spring to Mr. W. G. Roelker of Providence, Commodore Rouse has owned eight smaller boats of different sizes, five of which he built himself. Last summer the commodore chartered the brigantine auxiliary Sata-nella, which he has now returned to her owner, Mr. Perry Belmont.

In addition to the Shark, Commodore Rouse owns at this writing the Edjako, a knockabout keel sloop, built for him this season by W. B. Stearns of Marblehead. Much originality is evidenced in the design and construction of the Edjako, credit for which must be given to Commodore Rouse. A friend of the commodore was so pleased with the design that he at once ordered a duplicate of the Edjako constructed.

These two 25-footers are intended for day sailing on open water, with some cabin accommodation, though not such as would be required for cruising. In a general way, the order called for a non-capsizable and unsinkable keel-boat of not over five feet six inches draft, with knockabout rig of small area, large cock-pit, small cabin house, strong and durable construction and handsome finish. The boat was expected to be fast for the type, and has proved to be so. The dimensions of the Edjako and her consort are as follows:

Length over all.....	40 ft.
L. W. L.....	25 ft.
Beam, extreme.....	8 ft. 6 in.
Beam, L. W. L.....	8 ft.
Draft .....	5 ft. 6 in.
Least freeboard .....	1 ft. 9 in.
Displacement .....	10,000 lbs.
Ballast .....	5,000 lbs.
Sail area .....	730 sq. ft.

The hull, planked with hard pine in single lengths, is all copper-fastened. The lead keel is bulbed slightly and fastened with Tobin bronze bolts. The planksheer and deck joiner work are of mahogany, the deck is of white pine, and the cabin is finished in mahogany and butternut.

The Seawanhaka knockabout class, a healthy type of boat, developed through the instrumentality of the commodore in 1898—was built in by him with the Mistral, which won first prize in the four-days' race from Oyster Bay to New London on cumulative time—in June, 1898.

Commodore Rouse became a member of the Seawanhaka-Corinthian Yacht Club in 1886. He was elected commodore of the club in 1895, and has held that office continuously up to this time. He is also a member of the New York Yacht Club, the Eastern Yacht Club, and we do not know how many others. As showing the commodore's enthusiasm as a yacht sailor, and likewise that the Iroquois, as a cruising schooner, is without a peer, it may be mentioned that during the time



EX-COMMODORE HENRY C. ROUSE.

the commodore used her he sailed the Iroquois a distance greater than the circumference of the globe.

Commodore Rouse has a beautiful summer residence on the eastern point of Cape Ann, near Gloucester, Mass., for two centuries the home of the most adventurous of sailors, and ordinarily he uses the harbor of this famous old fishing town as the starting point of his off-shore cruises. Thus is Mr. Rouse domiciled near the first home of his family in this country—Salem shipowners, of more than a century ago, the prototype of the transportation interests of to-day.

His boat house, with its adjuncts of yacht float and other waterside facilities in Lighthouse Cove, is, through the courtesy of the commodore, the designated "Eastern Station" of the Seawanhaka Yacht Club.

The commodore's distinction as a yachtsman is exceeded only by his prominence as a man of affairs, as is evidenced by the fact that he has been for a decade at the head of a great system of railway, wherein he has demonstrated his capacity for successful administrative work as fully as he has displayed his zeal in pursuing the recreations of his favorite sport.

### LIST OF YACHTS OWNED BY COMMODORE H. C. ROUSE, SEAWANHAKA-CORINTHIAN YACHT CLUB.

Name, size and rig.	Date owned
Mystic, 35 ft. centre-board sloop.....	1875-1878
Naiad, 24 ft. centre-board sloop.....	1881-1884
Iseult, 30 ft. centre-board sloop.....	1885-1891
Ola, 22 ft. cabin cat.....	1891-1893
Iroquois, 80 ft. schooner.....	1894-1899
Olita, half-rater .....	1895-1896
*Shark, one-rater .....	1897
Mistral, 21 ft. knockabout.....	1898
*Edjako, 25 ft. knockabout.....	1899

\* Still owned.

## COMMODORE W. A. GARDNER.

Of the many yachts that have successfully defended the America's Cup, none perhaps has so firmly fixed its name in the hearts of the American public as the sloop *Mayflower*, now owned by William Amory Gardner, of Boston. Designed by that past master of naval architecture, Edward Burgess, when he was at the zenith of his success, she astonished the yachting world by her performances, first in defeating the peerless *Puritan*, and then the British challenger, *Galatea*.

Like the *Puritan* the *Mayflower* was built by a syndicate, the members of which sold her after her race with the *Galatea* to Francis T. Underhill, who altered her into a schooner in 1889 and sold her the following year to her present owner. During the years 1893, 1894 and 1895 the *Mayflower* was the flagship of the Eastern Yacht Club, her owner being its Commodore during that period.

Commodore Gardner's private signal is a white burgee, with a red horizontal stripe, having a red five-pointed star in its centre. Always a lover of the sport, he began yachting in earnest in 1888 with the schooner *Rebecca*, a famous and seaworthy old craft. He was Vice-Commodore of the Eastern Yacht Club in 1891 and 1892, and Commodore for the next three years.

Commodore Gardner was always a liberal patron of the sport, and when there was a call for voluntary subscriptions to build a cup defender he was one of the first to contribute and to become a member of the syndicate which built the sloop *Pilgrim*.

Commodore Gardner is one of the instructors, as well as an officer, of the famous boys' school at Groton, Mass., from which so many talented men of to-day have graduated. Teaching is his delight, and at his spare moments are devoted to the improvement of the young mind.

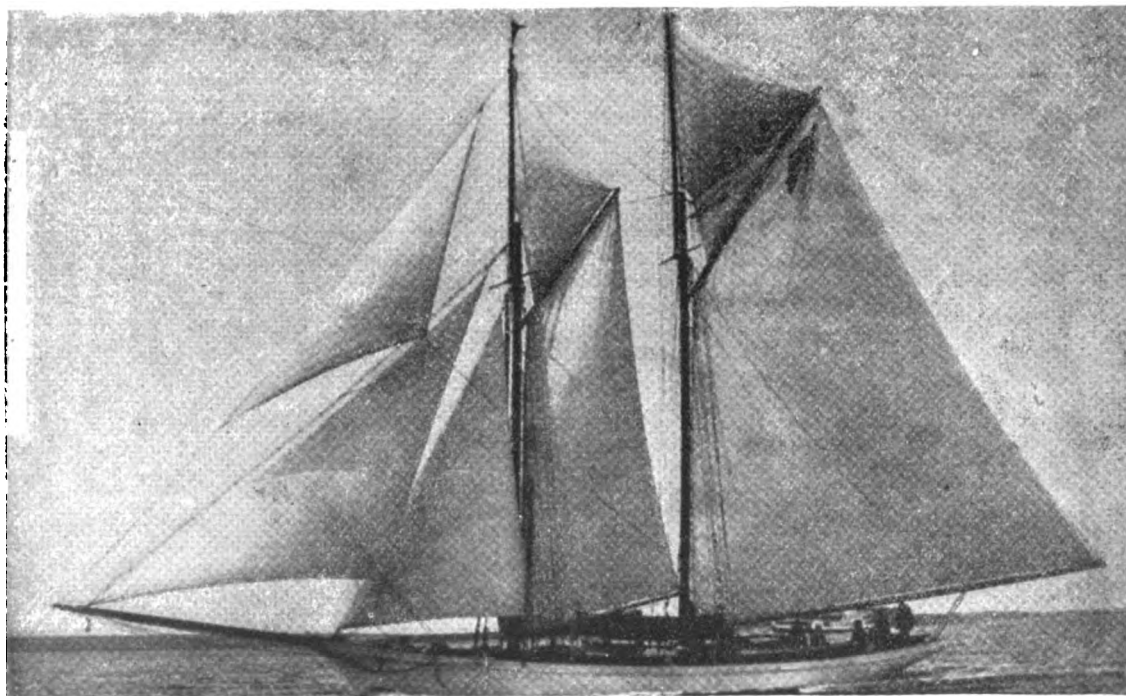
The *Mayflower* is a wooden centreboard schooner 100 feet in length over all; 85 feet water line, 23 feet beam and 10 feet draft. She was designed by Burgess, and built by Lawley in Boston in 1886.

The *Mayflower*'s record is as follows:

America's Cup Races—September 9, 1886; New York Yacht Club course; defeated the *Galatea*, 12 minutes, 2 seconds; September 11, 20 miles to leeward and return, defeated the



WILLIAM AMORY GARDNER.



MAYFLOWER.

Galatea 18 minutes 59 seconds; August 1, 1890, was second for the \$1,000 Goelet Cup, being beaten by the Merlin.

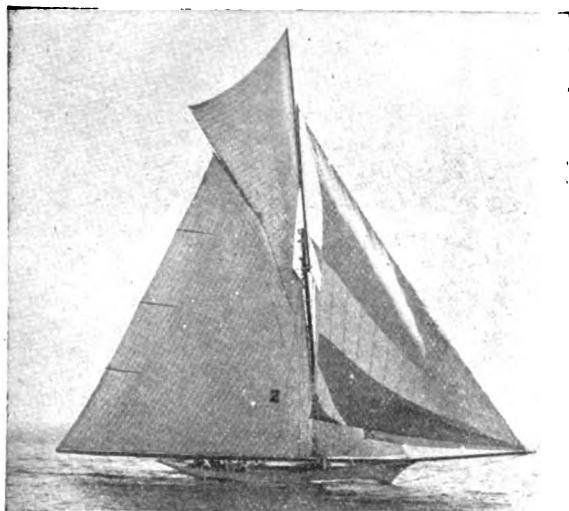
During 1891, when E. F. Small was her captain she made her best prize-winning record. On June 29 she won the Eastern Yacht Club's \$200 cup at the annual regatta. On July 22 she won a \$100 cup from the same club. On August 4 she won the race in her class to New London from Huntington Bay, and on August 6 the run from New London to Newport. In the Goelet Cup race the next day she was third, and on August 8 she won in her class in the run from Newport to Vineyard Haven. On the 10th, in the special 25-mile race on the Vineyard Sound, she won a \$200 cup, beating the Palmer, Fortuna and Merlin. On August 22, 25 and 28 she won second prizes for runs on the Eastern Yacht Club cruise. On September 8 she was third in the autumn regatta.

The next year was not quite so successful for her. She won the run in her class from New London to Newport with the New York Yacht Club. On June 27 she won in the Eastern Club's race. She was third in the Goelet Cup race of August 5, and second in the famous run around Cape Cod to Marblehead, on August 8, when she carried away her fore-topmast off the Highland Light. She won the Weld Cup, \$1,100 that autumn. She was second in the race for the Gerry Cups off Marblehead on August 10, and first in a sweepstakes the next day, beating the Constellation, Marguerite and Iroquois.

Since then she has accompanied the fleets on the cruises of the New York and Eastern Yacht Clubs, but generally in cruising trim, so she has but few wins to her credit.



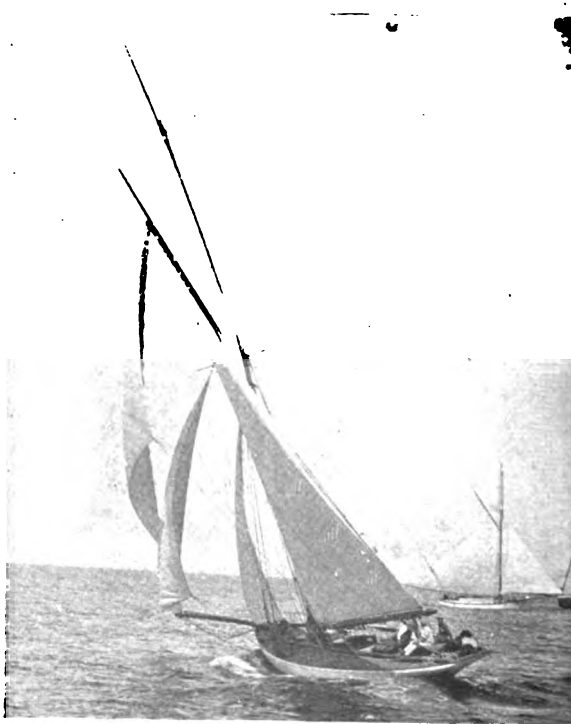
ASAHI.



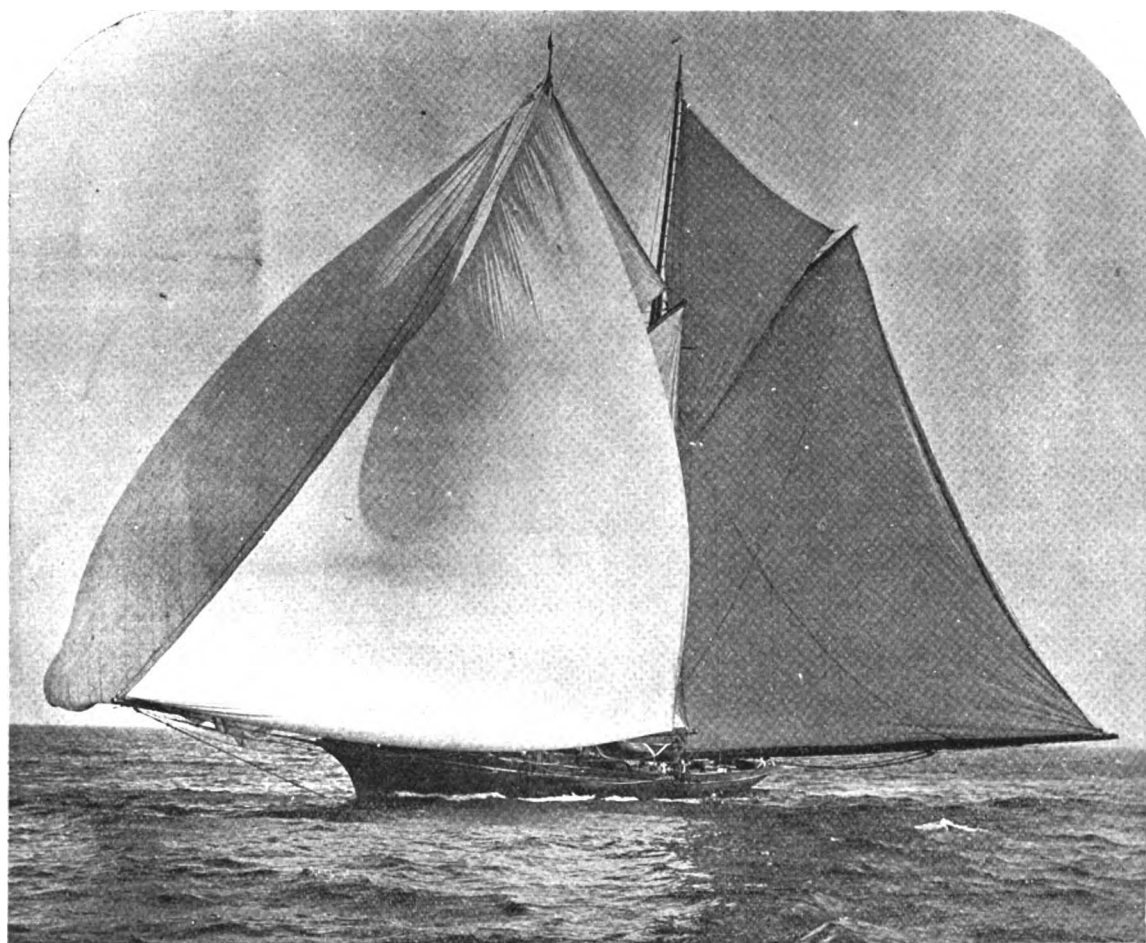
SAYONARA.

### BAYARD THAYER.

It is gentlemen like Bayard Thayer of Boston, who have done much to elevate and keep clean the glorious surroundings of the annals of American yachting. Springing from one of the oldest and most representative Boston families, his influence upon his associations was naturally all for good, and all powerful, and his name in connection with any condition or phase of sport was equally naturally a solid guarantee of its legitimate character. His family has for generations been wealthy and has used the advantages such possession gave in a thorough American manner. They have given buildings to Universities and hospitals, charitable to a degree and generous with both hands. These admirable characteristics have been continued with the yachting sphere, and the mere fact that he owned such boats as the Constellation, Papoose, Asahi and many others, speak for itself, as to his generosity and what position he holds in the world of American yachting. The Constellation, one of the fleetest and most famed of her class, is a schooner, designed by Ed. Burgess, in the



PAPOOSE.



CONSTELLATION.

hey-day of his fame, and built in 1880, by H. Piepgras, at City Island, N. Y. Her length is 131 feet water line, beam 24 feet, depth 12 feet, and draft 13 feet: net tonnage 149. She is still considered one of the handsomest schooners afloat, and her record is a golden one. She is now owned by Francis Skinner, Jr., and has not half raced herself out, being still capable of holding her own in her class.

Mr. Thayer also owns the famous Papoose, the keel cutter, called by many a "keel sloop," in deference to public opinion on that point, as was also the Gossoon, The Puritan and other flyers of that decade. The Papoose was designed by Burgess, and built in 1887, by Lawley & Sons, of South Boston. She was 44 feet long, 36 feet water line, 12 feet beam, and 8 feet draft, and was one of the most consistent, and

famous of her class marking (with the other mentioned above) a departure from old lines and a stepping forward into the new track which has rendered possible the Defender and the Columbia. Such progress is, and can only be achieved by the aid of money and the high amateur yachtsman's enthusiasm, and both of these Mr. Thayer supplied without stint.

Another crack sloop owned by Mr. Thayer is the Asahi, following right along the line of the latest progress and built by the Herreshoff Manufacturing Co., of world-wide fame. She is 42 feet long, 28 feet water line, and 8 feet beam, a typical Herreshoff boat, drawing 7 feet and is now owned by Lloyd Warren, of Newport, Rhode Island. If anything of merit is introduced it is safe to say that Mr. Thayer will try it, for his motto in yachting appears to be "Progress and Success."



## HON. WILLIAM B. BANIGAN.

William B. Banigan of Providence, owner of the magnificent steam yacht *Llewellyn*, besides being commodore of the Rhode Island Yacht Club, is an active member of the New York Yacht Club. The commodore is an athletic, distinguished looking man, a little more than six feet in height, and over 200 pounds in weight. His family is noted in Rhode Island for business sagacity, wealth and philanthropy. He has always been a busy and successful business man, and he has large and varied interests in both the North and South. He is very generous, a perfect host, and is very popular both in social and business circles.

Commodore Banigan has always been a lover of the sea. Ever since boyhood he has owned a boat of some description. During late years he has been chiefly interested in power boats, and has owned a different one each year for the last three years.

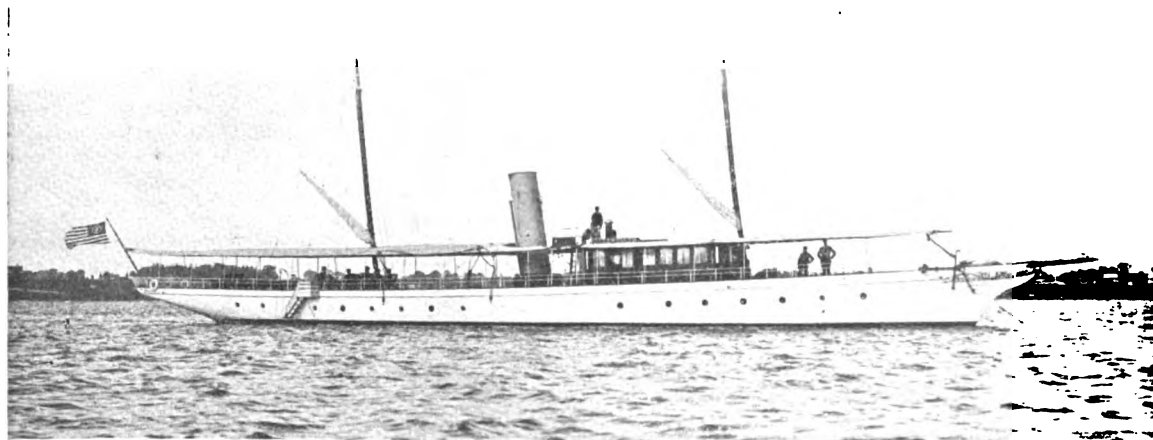
Commodore Banigan has given to the management of the Rhode Island Yacht Club the same energy, tact and business method that has distinguished him in business life, with the added enthusiasm of a thorough yachtsman. This has resulted in an era of unexampled prosperity in the club, both in its financial and sporting aspects. He has given a series of splendid silver cups as trophies in each racing class, and, in addition, the thirty footers of the New York Yacht Club have raced under the auspices of the Rhode Island Club each summer, for the last three seasons, for magnificent trophies offered by Commodore Banigan. As a direct result of his endeavors the Rhode Island Yacht Club is said to be the most prosperous and wide awake of any similar organization between New York and Boston.

Among the fastest and most completely equipped steam yachts in this country is the *Llewellyn*, the flagship of the club, from which the commodore's pennant flies. The chief dimensions of this queen of steam craft are: Length over all, 143 feet; water line, 118 feet; beam, 16 feet 5 inches; draught, 8 feet 9 inches. By experts the lines of the *Llewellyn* are considered unusually graceful in every particular. She is thoroughly modern and possesses every element of safety. Her double bottoms are used as water tanks, giving her a capacity of thirty tons of water, which is two or three times as much as can usually be carried by a yacht of her size. She also has several water-tight bulkheads.

This yacht's accommodations are particularly generous, including a saloon, 16 by 19 feet, which is fitted up in hand-



WILLIAM B. BANIGAN.  
Commodore Rhode Island Yacht Club.



LLEWELLYN.  
108

some style, all the embellishments being in good taste. Besides one large 16-foot stateroom, she has two double staterooms and two single ones. The forward deckhouse, which contains the dining room and social hall, is 22 feet long.

In addition to being the equal in point of beauty of any steam yacht in the country up to last summer, the Llewellyn held the unique position of being the fastest cruising steamer in American waters. Her electric light equipment is a model of perfection. She carries a naphtha launch and a dingy on her davits, her owner having spared no expense to make her a safe and seaworthy yacht.

## ALFRED N. CHANDLER.

Alfred N. Chandler, owner of the schooner yacht *Vigil*, and a member of the Philadelphia Corinthian Yacht Club, the Riverton Gun Club, the Marion Cricket Club and the Art Club of Philadelphia, is senior member of the banking firm of A. N. Chandler & Co., his brother, Arthur S. Chandler, being the other member of the firm. They are direct descendants of the sixth generation of the Chandler family, who came to Philadelphia from Wiltshire, England, in 1687.

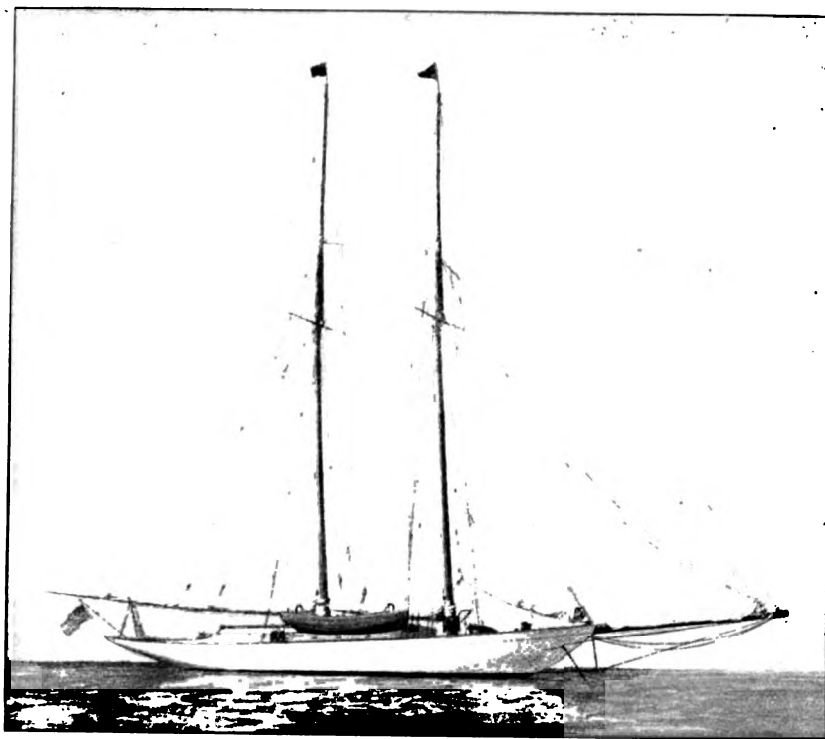
Having made the business of banking a study the members of the firm named has gained for itself the confidence of all financial institutions by their honorable dealings.

Believing that outdoor exercise is the most wholesome medicine, Mr. A. N. Chandler is a warm advocate of sport

in every form. He is especially fond of shooting, cricket and yachting. He is also quite an art connoisseur, judging by the splendid collection of valuable paintings which he owns.

His schooner yacht *Vigil* is a modern centreboard vessel one of A. Cary Smith's latest designs. She was built by Brown at Tottenville, Staten Island, in 1898. Not only is she a thoroughly equipped racing craft, but her record in heavy weather appears to demonstrate that she is an able and seaworthy vessel under all conditions. Her chief dimensions are: Length over all, 61 feet 3 inches; water line, 43 feet; beam, 18 feet, and draught, 5 feet, without the centreboard. Added stability is given her by 10½ tons of lead on the keel. Besides a main cabin 13 feet long, extending the full width of the yacht, she has two staterooms, a bathroom and berths for three men forward. The owner's stateroom is a double one, and four guests can be berthed on the cabin transoms.

The *Vigil* looks well and sails well. In last year's Decoration Day race of the Philadelphia-Corinthian Yacht Club she won first prize, and during the annual cruise on Long Island Sound the same year she won first prize in her class in the runs from Glen Cove to Oyster Bay, from there to New Haven, to Shelter Island, to New London, and thence to Newport, R. I. She also won the prize cup offered by Capt. Richard P. White for winning the greatest number of runs during the cruise.



VIGIL.

## A. CARY SMITH.

A. Cary Smith was born in the city of New York. His father was the late Rev. E. Dunlap Smith, D. D., and his mother was Jane B. Cary, of Virginia. The father was from a well-to-do family of Philadelphia, originally from Wales. The mother belonged to the Cary family of Virginia, and her father and mother were married from the house of Thomas Jefferson.

Cary, born in 1730, a prominent member of the Legislature of Virginia.

He began to make models of boats in early childhood, and when eight years old made a mud dam near a pump that was not far from his father's door, and sailed the models in the gutter—from whence many a distinguished man has graduated. When the *America* was building his father frequently took him to see her, and from his close observation of her he made a model which defeated all the boats in a club of which he was a member. These matches were sailed in what was then the "Cove," back of Hoboken. As he grew older he decided, like Mahomet and Peter the Great, to learn to build boats.

To pursue this idea his father paid his board with the late well-known Robert Fish so that he could be free to learn all the departments of boat building. As time went on Mr. Fish set him to rigging and sailing each boat as she was completed. He soon built a catboat sixteen feet long that was fast, and after she was sold he made a match with his former "boss" and defeated him with a large margin. This gave him courage to build a larger boat called the *Comet*, which was the champion for many years.

Just after a successful race he made the acquaintance of the late Robert Center. The two became great friends, and through Mr. Center he made the acquaintance of the late M. F. H. de Haas, the marine artist, with whom he studied art and became a marine painter, and painted all of the well-known yachts. There are now two pictures in the New York Yacht Club—one of *Columbia* when she belonged to Lester Wallack, and one of the *Wanderer*, then owned by Mr. James Stillman. These pictures are highly prized by the club.

When he was in the full swing of painting Mr. Robert Center returned from Paris, where he had gone to live, and nothing would do but a yacht must be designed. The result was the *Vindex*, a new departure. She was iron, had runners, a jib set flying, a forestay sail, a housing topmast, and was a keel boat. She was greatly laughed at, and the papers did not spare to call the designer a self-styled naval architect, while the poor *Vindex* was playfully called a "tank" and the "old pot." As time went on orders came in, and at last Mr. Smith hauled down the flag of Art. He did not like to be penned up in a studio, but preferred to feel the hot sun on him and hear the wind, not to mention the taste of a dash of salt spray once in a while.

He has turned out many boats, good, bad and indifferent. He has heard the roar of triumph that greets the winner of the *America* Cup, and once years ago, when his catboat won a race at Shrewsbury River, he was given three cheers by a mob of women on a hotel piazza, who were wild with delight at the smallest boat in the race winning by half a length.

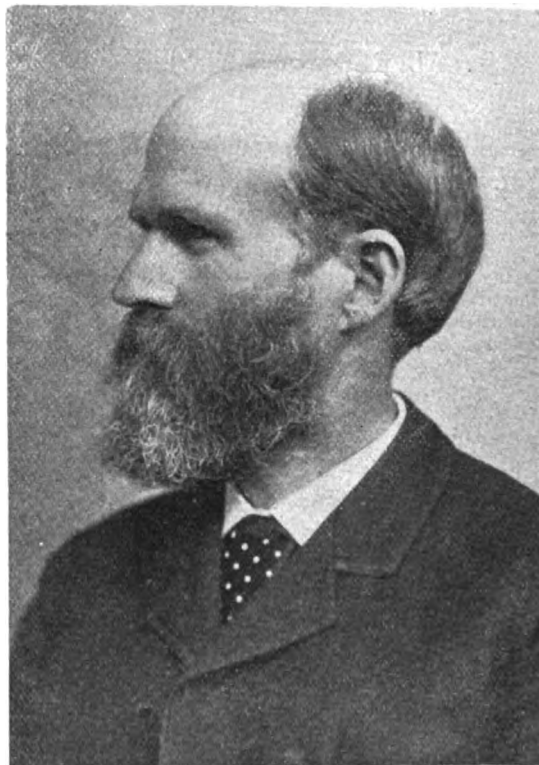
The practical lessons he received from "Bob" Fish have been of great use to him, and the tar that was on his hands when he was a rigger of small fry has stuck to him to this day. The problems of sails and sailing he investigated, when with "Bob" Fish as an opponent, they sailed the models of the *Maria* in 1860 and found that it was not the area of a sail, but the form of that area, which made the speed of a boat, and this is as true now as it was then. Here is a partial list of the boats he has designed—no doubt

some got away—but they reach from the dark ages of yachting, when builders made a block model and put the sails by guess to the present day of the *Amorita*:

Schooners—*Intrepid*, *Norna*, *Fortuna*, *Whim*, *Iroquois*, *Yampa*, *Lasca*, *Ariel*, *Oriole*, *Harbinger*, *Katrina*, *Elsemarie*, *Amorita*, *Carlotta*, *Helene*, *Vigil*, *Uncas*, *Clorita*, *Tekla*, *Laurus*, *Winona*.

Sloops and Yawls—*Vindex*, *Madcap*, *Mischief*, *Indolent*, *Meteor*, *Gorilla*, *Banshee*, *Cinderella*, *Montecito*, *Katona*, *Julmar*, *Polly*, *Vela*, *Sapho*, *Edith*, *Bover*, *Sakana*, *Priscilla*, *Myra*.

Steamboats—*Richard Peck*, *City of Lowell*, *Chester W. Chapin*, *Refuge*, *Freelance*, *Pilot-boat New York*, *Espadon*.



A. CARY SMITH.

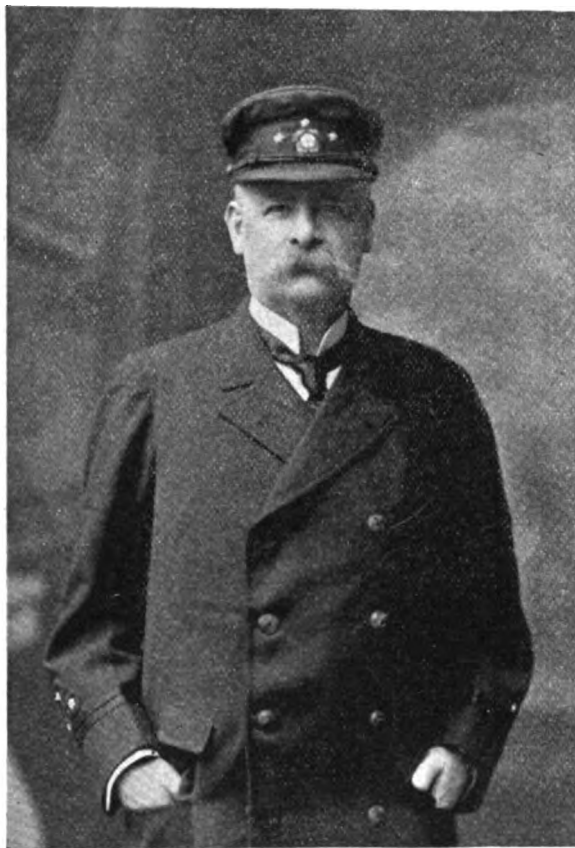
## CLEMENT A. GRISCOM.

Clement A. Griscom, owner of the fine keel schooner yacht *Alert*, and President of the International Navigation Company, which owns the American and Red Star lines of steamers, occupies a place in the maritime world more prominent perhaps than that of any other American. He was born in Philadelphia on March 15, 1841, and has the proud distinction of being a direct descendant of the Griscoms who settled there in 1680. After receiving his early education in the public schools he spent two years in the High School, and finished his studies in the Academy of the Society of Friends.

Entering the office of Peter Wright & Sons as a clerk, he was rapidly advanced, and in 1863, when but twenty-two years old, he was admitted to the firm. He gradually enlarged the scope of his activities until they embraced largely the management of the ship and steamship enterprises of the firm.

Mr. Griscom's standing in the science of marine architecture in its special application to the merchant marine was recognized by his selection to be the first president of the Society of Naval Architects and Marine Engineers and by his subsequent re-election each year.

It was due to the efforts of Mr. Griscom that the steamships *New York* and *Paris* were placed under American regis-



CLEMENT A. GRISCOM.

try, and later that those two ocean greyhounds, the St. Louis and St. Paul, were built at Philadelphia's great shipyard, the Cramps, to also fly the Stars and Stripes. The valuable service done by these four splendid vessels during the recent war with Spain is now a matter of history. The company has at present a fleet of fifteen steamships in the transatlantic trade, four in the Pacific trade and has six steamships building for the Atlantic trade.

Mr. Griscom's patriotism was recognized by the press and by many public bodies, notably the Union League Club of Philadelphia, which on April 16, 1893, gave a banquet in his honor and presented him with eulogistic resolutions.

Thus not only as a designer and a yachtsman has Mr. Griscom stood in the public eye as one of the men of the day, but also as a far seeing patriot, one of those who recognized the inevitable and bright, important future of his native land, and took what steps he could for his adequate defensive policy.

As a yachtsman Mr. Griscom soon became as popular as in business life. While he was Commodore for several years of the Corinthian Yacht Club of Philadelphia that organization flourished as never before. Those who have been fortunate enough to be guests of Commodore Griscom on board the Alert often testify to the generous good nature of their host. He enjoys nothing more keenly than a cruise along the coast with his family and a congenial party of friends in that staunch and comfortable schooner yacht.

At New London, Newport, New Bedford and Vineyard Haven during the New York Yacht Club cruises of 1895, '96 and '97 the Griscom private signal—a white burgee bearing a blue eagle—was always a centre of interest.

The Alert was designed by Henry Bryant, of Boston, a great combination of strength, speed and stability. She has sailed many a thousand miles, cruising in deep water as well as along the coast.

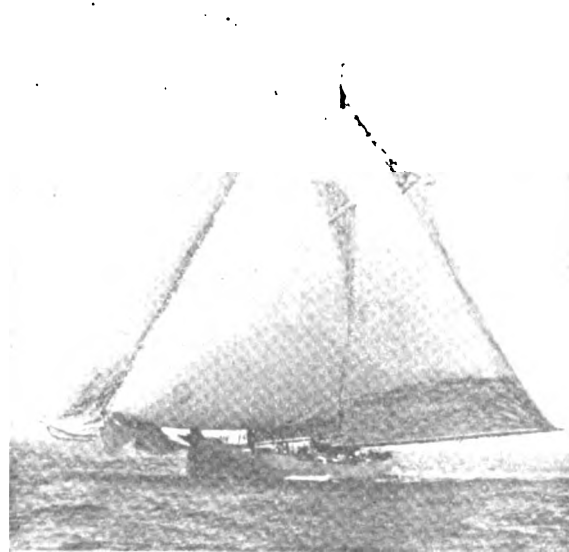
Her principal dimensions are: 107 feet over all; 90 feet



SCHOONER ALERT.

water line, 23 feet 5 inches beam and 13 feet 9 inches draught. She was built at South Boston by W. B. Smith in 1888.

Mr. Griscom is a member of the Philadelphia Club, Rittenhouse Club, Union League and Farmers' Clubs and the Corinthian Yacht Club of Philadelphia. In New York he is a member of the Metropolitan, Union and New York Yacht Clubs; in Washington of the Metropolitan Club; in Chicago of the Chicago Club, and in London of the St. James Club. His home, "Dolobran" (named for the old seat of the Lloyd family in Wales), is on the main line of the Pennsylvania Railroad, near Haverford. In 1892 Mr. Griscom was married to Miss Frances C. Riddle. They have five children.



SCHOONER ALERT.



## THOMAS W. LAWSON.

One of the prominent individuals in trotting circles at Boston, Mass., is Thomas W. Lawson, Esq., who is likewise known as a reliable and enthusiastic art connoisseur, an up to date business man of exceptional ability, and an enterprising yachtsman.

Last season Mr. Lawson bought Boralma, the winner of the Kentucky Futurity, and the possession of this great three-year-old trotter, was a suitable acquisition to his fine stable. The story of that race, and now, apparently, in the face of defeat, Mr. Lawson persistently continued backing this horse, is now past history. His two usual heats 2:16 $\frac{1}{4}$ , 2:14 $\frac{1}{4}$ , will long be remembered.

He also owns Mamie W., 2:17 $\frac{1}{4}$ , by Wildnut—Mamie, by Hambletonian, Jr., one of the fast trotters, bred at Palo Alto. Glory, 2:14 $\frac{1}{4}$ , is another fast horse, a gelding, by Sir Walter, Jr., 2:18 $\frac{1}{4}$ —Harebell, by Harbinger, while Sagwa, by Saya, son of Onward, and the great yearling colt Jack Roche, by Boreal, out of Simmonie, by Simmons, are not unknown to the trotting world. Mr. Lawson has taken handsome prizes for his collection of fancy heavy-harness and saddle horses, and blue ribbons are no rarity in any department of his establishment. For road driving at speed Mr. Lawson also possesses a nonpareil pair in the crack team Gambrella and Water Maid, 2:19 $\frac{1}{4}$ , which he purchased at the sale of the late Col. Kip's stable for \$5,500. They had carried everything before them at the New York show up to the time when the Colonel's illness and death caused their withdrawal, and are now the observed of all observers on the Boston roads. Last, but possibly not least, he paid \$25,000 for the world famous Lawson Pink.

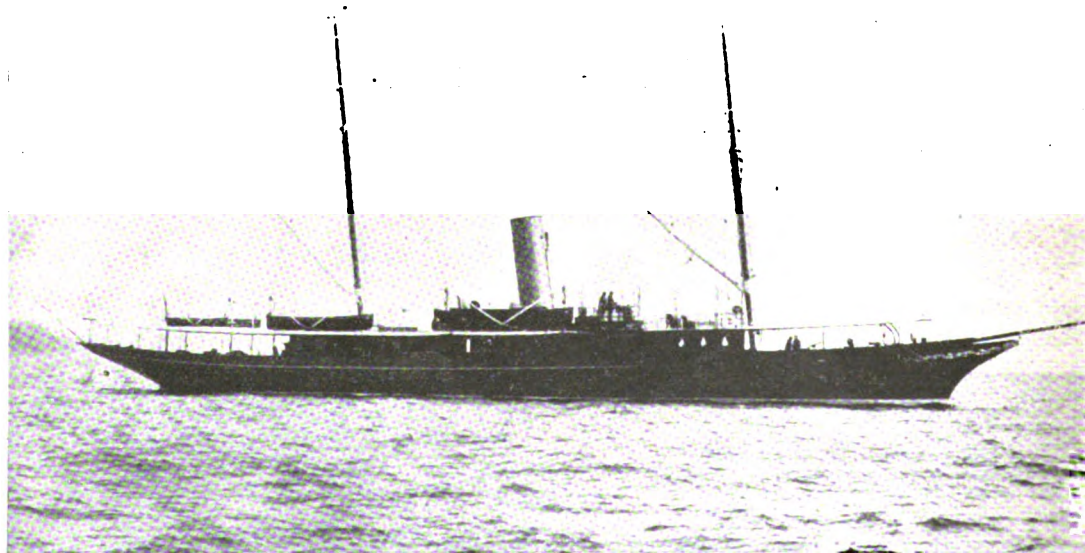
It is not therefore surprising to find such an all round enthusiast also interested in yachting, and only recently Lewis Nixon, of Elizabethport, N. J., received an order from him for the most perfect, up-to-date ocean going steam yacht possible. He also owns the twenty-five foot water line, thirty-eight foot over all knockabout Sagamore. The steam yacht "My Gipsy," formerly owned by Arthur Dexter, and known as "The Ransom," which is about eighty-five feet over all. It is, however, his new yacht, "The Dreamer," which is attracting the most attention in yachting circles.

"The Dreamer" vies in point of size, equipment and cost with the most famous of yachts in American waters and was designed by Tams and Lemoine of New York, and issued on Sept. 24, 1899, from the yards of Lewis Nixon, the designer of the battleship Oregon.

The new boat is built of steel, flush plated from the upper

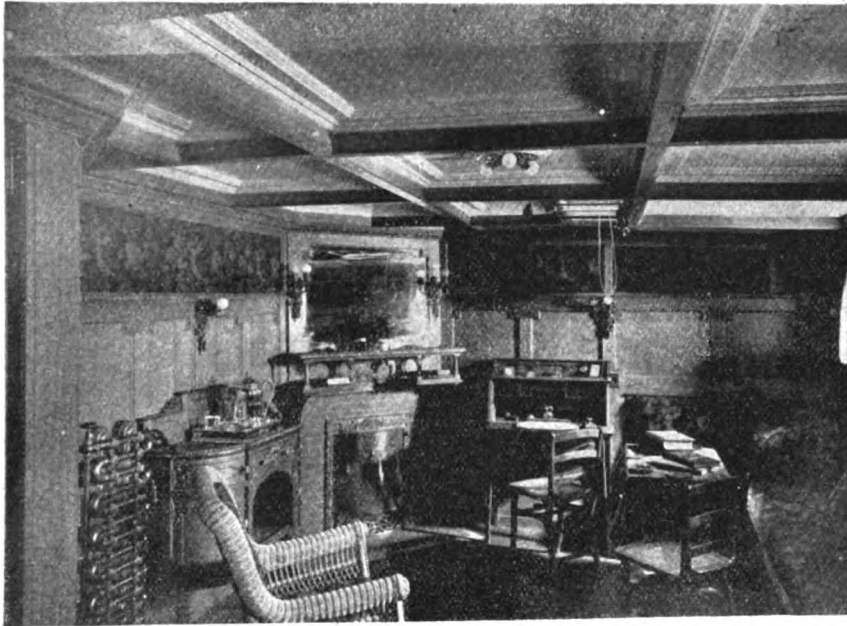


THOMAS W. LAWSON.



THE DREAMER.





**LIBRARY.**



**MRS. LAWSON'S STATEROOM.**



DINING ROOM.

turn of the bilge. She is 150 feet on the water line, 182 feet over all, 23 feet beam and 11 feet draft. She is schooner rigged and her masts are 70 feet long. She is painted black above the water line and her funnel is of cream color. The deck is steel and the deckhouse is steel, framed with plates of the same metal, running up to the windows. Above this the house is sheathed with teak. All the exposed wood is teak.

There is a continuous deck house, containing forward the dining room, a vestibule with companionway leading below, and the galley. Amidships are the engine and boiler casings and the boatswain's quarters. At the after end of the house is the deck saloon, toilet room and vestibule, with companionway leading below. At the extreme after end of the house are the smoking room, chart room and a separate officers' companionway leading below.

The forward end of the top of the house is carried out to the line of the rail for a space of about 20 feet aft. This will be used as a sun deck. It is here that the owner and his guests will pass the most of their time while on board. The bridge is raised about 18 inches from the level of the sun deck, and is made unapproachable by brass railings. Thus the navigating officer will not be bothered by people climbing up into his domain.

Below decks the owner's quarters consist of two suites, one forward and the other aft of the boiler and engine space. The forward suite has seven state-rooms and two baths. One of these state-rooms is Mrs. Lawson's, 17x10, and is fitted up luxuriously. Mr. Lawson's state-room is 14x12. The after suite consists of two state-rooms and bath and a large library, 18x12, with an open fireplace.

The dining room is finished in mahogany. There are eight observation windows, each 22x30 inches, fitted with heavy French plate glass. Over these can be fitted storm shutters, each with a circular light eight inches wide, of one-half-inch glass, to be used during heavy weather at sea; for *The Dreamer* is to be no fair weather craft, but is intended to cross the ocean in any weather. The dining room is fitted with an elaborately carved buffet, and contains all appurtenances necessary for a comfortable and elegant living apartment. Lighting at night is had by a cluster of five 16-candle power electric lights. The dining table is so arranged that it can be removed, and the room can be made into a lounging place at will. The finish is in the natural wood, hard oil only being used, to bring out the effect of the grain.

The library is reached by a passageway from the main deck. It is a cosy apartment, exceedingly attractive, the bookcases being built in the walls. The wood used is golden oak. An open fireplace is fitted across one end of the library. French tile of an olive tone has been used, over which is a specially carved mantle, the principal figure being a bear. Over the fireplace are three enormous tankards of ivory, which are most unusual in substance and workmanship. The tankards cost \$8,000. The body of the center one is a solid elephant's tusk,

30 inches high and 12 inches in circumference.

There is an ice making machine with a capacity of 450 pounds every 24 hours. Under the forward hold there is a refrigerator, 20x12x8 feet, for the storage of fresh meat alone, and another large apartment for keeping fish. Forty feet is given up to purposes of provision storage.

The officers' quarters, aft, are commodious and well arranged. The joinery is sycamore, natural finish. The rudder wires are both placed on the port side of the vessel.

The crews' quarters are in the eyes of the ship and are well arranged. The berths, 16 in number, are made up of pipe, in the navy style, which admits of thorough cleanliness. The crew has its own washroom, with marble bowls and running water and all other modern conveniences.

*The Dreamer* is a single-screw vessel, with a triple-expansion engine, 14, 21 and 32 inches, with a 20-inch stroke. She has two water-tube boilers, which not only supply the engine, but furnish steam for the ice machine, dynamos, steering gear, sanitary engines, blower, distiller and evaporator.

She is expected to maintain a speed of 14 knots under natural draft and 17 knots under forced draft. She will have a bunker capacity for 5,000 miles, and is said to have a greater steaming capacity per foot of grate area than any other existing yacht.

Many new wrinkles are to be found on *The Dreamer* which are not seen on other vessels except in the navy. She has an automatic recorder which registers the time and duration of every blast of her whistle. There is a tell-tale light on the bridge, which goes out if either of the side lights go out, and the man at the wheel is thus warned. She also has an illuminated bridge dial and engine-room telegraph.

Every part of the boat is connected with other parts by speaking tubes and annunciators. The owner can talk to the bridge, the officers' quarters, engine room and servants' quarters, without getting out of bed. Wherever electricity is used for signaling or registering any of the ship's workings, duplicate automatic arrangements are provided.

The figurehead is a beautiful woman. *The Dreamer*, in teak, enameled a flesh color. The artist's model in clay cost \$500. On deck are sailing models of the *Columbia* and *Shamrock*. These are 5 feet over all, and the trucks stand 9 feet from the deck of the steamer.

For a ship of her keel, *The Dreamer* is a marvel of area and room. Nothing is crowded, and nothing is wanting. Suggestions are practically impossible. Her full complement is 28 men, and 18 guests can be carried with ease and comfort.

*The Dreamer*, while originally intended to cost \$160,000, has actually cost \$240,000 to complete according to Mr. Lawson's plans, and her pennant is white, with a blue centre, on which stands a Polar bear—significant, possibly, of Mr. Lawson's attitude "on the street."

She is undoubtedly one of the finest boats afloat, and Mr. Lawson is to be complimented on her possession.



COMMODORE ALEX. VAN RENSSELAER,  
Corinthian Yacht Club, Philadelphia.

## COMMODORE ALEX. VAN RENSSELAER.

When Capt. Harry Craven first anchored the steam yacht *May* in Newport Harbor after having brought her quickly and safely across the Atlantic, yachtsmen here said she was the handsomest vessel that had ever been sent over. Edwin D. Morgan, who bought her in England, thought so, too, and her present owner, Alexander Van Rensselaer, Commodore of the Philadelphia Corinthian Yacht Club, who is a good judge of yachts, is still of the same opinion. He may well be proud of her, for besides being one of the most graceful and seaworthy yachts in the world she has a record of which any man might be proud.

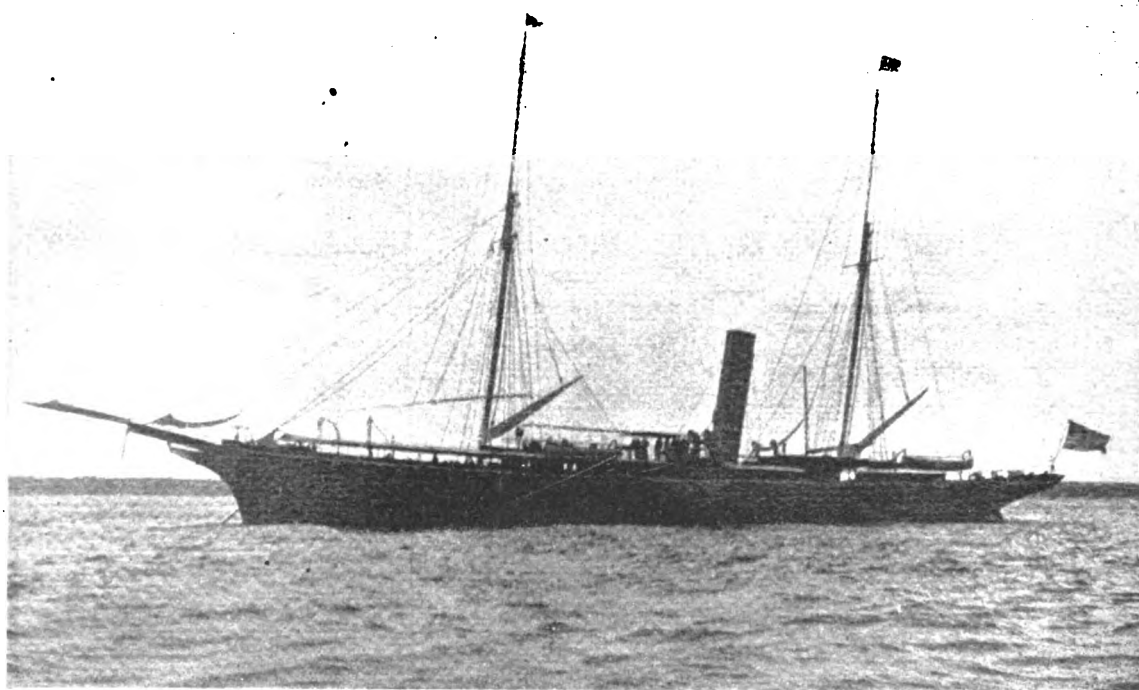
When owned by Commodore E. D. Morgan the *May* was flagship of the New York Yacht Club, and since she has passed into her present owner's hands she has been constantly in commission. Besides making two transatlantic trips she has been on three cruises to the West Indies, and during the war with Spain she carried a cargo of supplies and hospital stores to Porto Rico for the army.

Commodore Van Rensselaer is a thorough yachtsman and exceedingly popular in the many clubs of which he is a member. His wife, one of the most charming of Philadelphia's 400, is a very enthusiastic yachswoman and a flag member of the New York Yacht Club.

The *May* was designed by George L. Watson for Mr. Scott, who sold her to Edward D. Morgan. She was built by the Alisa Shipbuilding Company at Troon, Scotland, in 1891. She is a steel, schooner rigged steam yacht of 706 tons. Her principal dimensions are: 226 feet over all, 203 feet 8 inches water line, 27 feet 8 inches beam and 14 feet 5 inches draught. She is fitted with triple expansion, surface condensing engines, with cylinders 19, 31 and 51 inches in diameter, respectively, and 33 inches stroke of piston.

Her interior fittings include all the modern improvements in equipment, the owner's and guests' rooms being most luxurious in all their appointments.

Commodore Van Rensselaer's private signal is a black burgee with a vertical stripe of orange in its centre, the latter bearing a five-pointed black star. He is also a member of the New Yacht Club.



MAY.



EVANS R. DICK.

## EVANS R. DICK.

Evans R. Dick, owner of the steam yacht *Elsa* (formerly the *Black Pearl*), is a prominent banker of Philadelphia, an enthusiastic yachtsman and a member of the New York and Philadelphia Corinthian Clubs. He was born in St. Louis in 1858, and is a graduate of the University of Pennsylvania. For the past twenty years he has been prominent in business circles of the Quaker City.

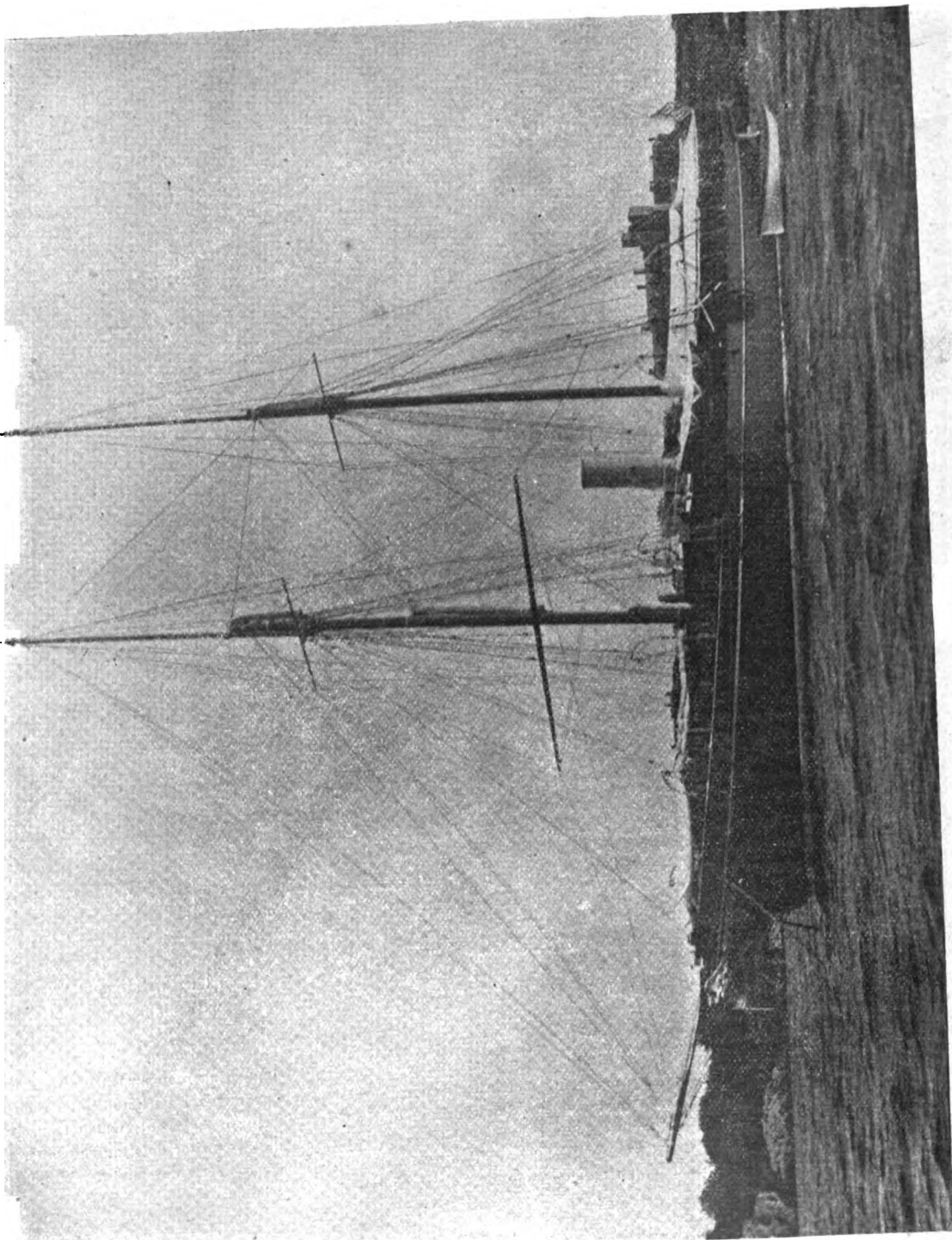
Mr. Dick is a member of the Philadelphia City Troop, President of the Brockville, Westport and Sault Ste. Marie Railroad, Vice-President of the Ohio River and Charleston Railroad and Vice-President of the Cincinnati, Portsmouth and Virginia Railroads.

At the mastheads of the *Elsa* this season will fly the pennant of the Philadelphia-Corinthian Yacht Club and her owner's private signal. This handsome steam yacht, which is from the board of Will Fife, Jr., who designed the *Shamrock*, is a valued addition to the club's fleet. She is a thorough seagoing auxiliary steamer, with a large spread of canvas as well as a set of powerful compound inverted engines,

with cylinders 19 and 36 inches respectively, and with 24-inch stroke of piston. She was built on the Clyde for the Earl of Pembroke. The *Elsa* is constructed of steel and has five water-tight bulkheads. The English Lloyds give her a rating of 100 A1, which is the highest rating given any vessel. The *Elsa's* principal dimensions are: 166 feet over all, 144 feet water line, 23 feet 3 inches beam and 12 feet 6 inches draught. The rail and deck houses are of teak, while the interior fittings are of old carved English oak. There is a forward deck house which can be used as a breakfast or smoking room, while aft there is a large ladies' saloon on deck. The main saloon, 20 feet in length, is below, extending the whole width of the yacht, with eight and a half feet head room.

Forward of this is located the owner's quarters, consisting of two large double connecting rooms with bath. Aft the saloon there are five staterooms, a bath and toilet room. The propeller has a feathering attachment, which is used when the yacht is under sail. Steam for hoisting the sails, for the dynamos and for hoisting the 25-foot naphtha launch is furnished by an auxiliary boiler.





BB-3.

## Commodore Geo. H. Worthington.

Yachtsmen in all parts of the world are familiar with the *Priscilla*, now the property of Commodore Geo. H. Worthington, of the Cleveland Yacht Club, for she was built as a cup defender, but was defeated in the trials by the *Puritan*, and therefore figured only as a trial horse in the international contests. *Priscilla* was designed by A. Cary Smith and was built by the Harlan & Hollingsworth Co. for Messrs. James Gordon Bennett and William P. Douglas, members of the New York Yacht Club, both of whom had been Commodores of the club and had shown great interest in yachting and lavished their money for the sport in England and America. She was launched in 1885 at Wilmington, Del.

The purse of ex-Commodore James Gordon Bennett had always been open when needed to carry out any scheme that would promote the welfare of the yacht club.

Mr. Douglas had beaten the *Cambria* with the aid of the veteran Robert Fish when the cause of American yachting was at a very low ebb and had turned the tables on Mr. Ashbury in a masterly fashion. He brought the *Sappho* home when a cup race was being sailed, being welcomed by every steam vessel that owned a whistle.

The *Priscilla* in ordinary weather could reach right away from the *Puritan*, but when the wind was strong the *Puritan* was undeniably the better boat.

During the trials each boat had won a race, and it was decided by the designer that more ballast should be put in the *Priscilla* and four tons were taken from the *Mischief* and put aboard.

When getting ready to start it was found that *Priscilla* was an entirely different boat, and just as she reached for the line the *Bedouin* got in the way, and rather than run her down the *Priscilla* gave way. Then was the opportunity for *Puritan*. She planted herself on the weather bow and kept there clear to the flagship. One boat was just clear of the other at that time. The course to the Hook was a close reach, and *Priscilla* was clear of *Puritan's* wind and was passing her (because *Puritan* did not or could not carry a jib-topsail) when the becket of the topmast shroud block pulled out and let the topmast hang far to leeward. The club topsail then became so slack that the leach drummed all the time.

To save the topmast the jib topsail was taken in and *Puritan* got home first by 45 seconds.

This was a fine race spoiled, and with it went the chance of the *Priscilla*.

The *Priscilla* was built of very mild steel and was extremely buoyant, but her underwater fore-body lines extended too far aft for a single stick racing boat of the greatest speed and power. *Priscilla's* original dimensions were:

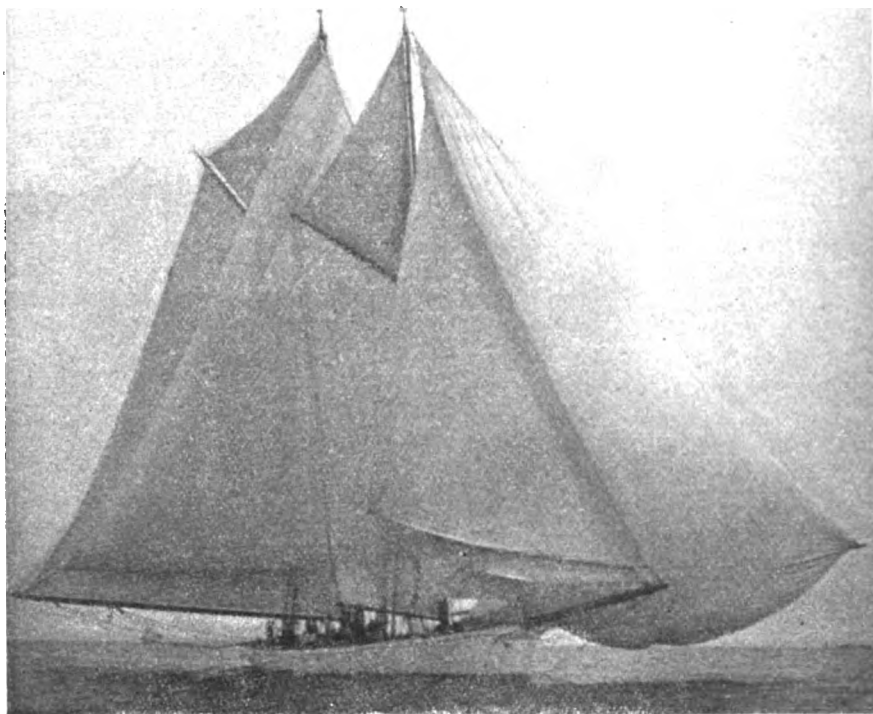


COMMODORE GEO. H. WORTHINGTON,  
Cleveland Yacht Club.

Length over all, 94 feet; water line, 84 feet; beam, 22 feet 9 inches; depth of hold, 9 feet 6 inches. Her mast was 80 feet, topmast 40 feet, boom 73 feet 6 inches, gaff 44 feet, bowsprit outboard 45 feet, centreboard 21 feet 9½ inches. The next year, 1886, Mr. A. Cass Canfield bought her and cut down the rail, skylights and in every way reduced the weight. He also cut down the mast and made a regular cutter rig with a long gaff. In this better shape she defeated *Puritan* with ease in three races and *Mayflower* as well. One race was lost by being handicapped at the start, but the honors were all to the *Priscilla*. Mr. Canfield then went to Boston and had his sails altered to get them to set flat, as it was then thought (at least to him) sails should be, and the result was disaster.

Gen. Paine then desired to buy *Priscilla*, but was persuaded not to.

She was then purchased by R. L. Belknap, and in 1888 was made into a schooner and her name changed to *Elma*. She



PRISCILLA.

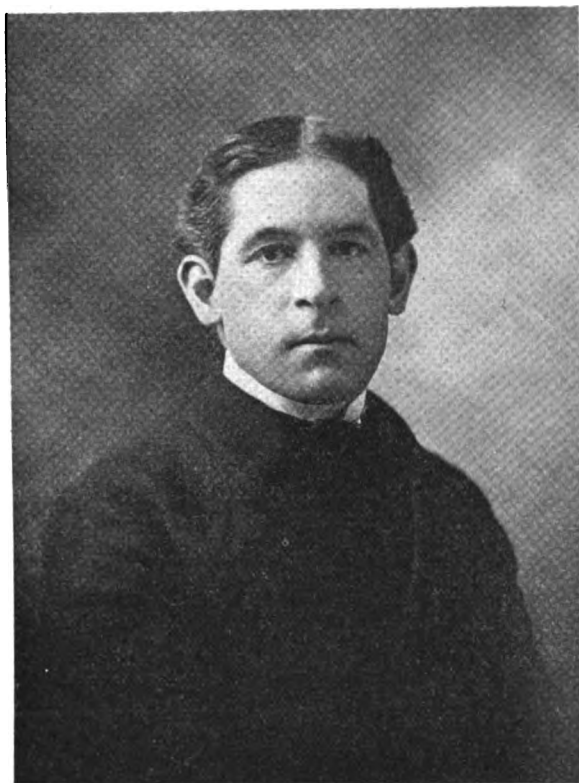
was never tested but once, during a Goelet Cup race, when with sails made from the sloop sails she managed to pass five schooners, but it was a fluky day and the boats that she defeated were too far from the first flight to get a record. The race was won by Sachem with the best luck ever vouchsafed to a boat.

Her dimensions as a schooner were as follows: Length over all, 94 feet 9 inches; water line, 85 feet 11 inches; beam, 22 feet and 9 inches; depth, 8 feet 8 inches, and draught, 10 feet 4 inches. In 1895 George H. Worthington, Commodore of the Cleveland Yacht Club, and Dr. Beeman purchased the Elma from Mr. Belknap, and after having new cabins put in and a clipper bow put on gave her back her original name, Priscilla. Her length over all is now 98 feet. She is now used chiefly for cruising on the great lakes, and there is no boat on fresh water that compares favorably with her in appointments and speed. Her only race of any moment on fresh

water was sailed at Milwaukee, Wis., July 4, 1895, when she was pitted against the schooner Idler of Chicago, defeating the latter with ease.

Her owner, Mr. George H. Worthington, is one of the most active and enthusiastic yachtsmen in the Forest City, and is Commodore of the Cleveland Yacht Club. Under his direction the sport has prospered and the club was never in a better condition. With his inherent love of yachting is combined rare business ability, which makes him an ideal man for the position of prominence and responsibility which he holds.

Commodore Worthington is a man of affairs, and his business interests are numerous. He is President of the Cleveland Stone Company and many other corporations in Cleveland. He is also Vice-President of the American Chicle Company of New Jersey, commonly known as the Chewing Gum Trust. As is the case with so many others, cruising on his handsome yacht is his chief form of diversion.



COMMODORE B. P. CHENEY,  
Boston Yacht Club.

## COMMODORE B. P. CHENEY.

It is as a centre of learning that Boston is most generally known. But one should not imagine that her citizens, in the cultivation of their higher sensibilities by any means neglect either the sterner affairs of life or its pleasures. The amassing of wealth occupies much of the time and attention of her population, and the hardy character of the New Englanders and their keen knowledge of business affairs are conclusively proven by their uniform success in all their undertakings.

The subject of this sketch, B. P. Cheney, affords a notable example of the progressive and successful Bostonian. He is a young man, having been born in Boston, April 8, 1866. He was educated in Boston and the neighboring city of Cambridge. After graduating from the Brimmer and English High Schools he entered Harvard, and was a member of the class of '90. From his father, Benjamin P. Cheney, who started life as a stage driver, and by strict business methods attained a fortune, he inherits indomitable pluck and perseverance and an accurate knowledge of business affairs. B. P. Cheney is to-day one of the foremost of Boston's business men, occupying a prominent place in the financial world. He

is one of the largest holders of railroad securities in Boston, a city noted the world over for its holdings of railroad stock. He has also invested largely in industrials and in express companies. His father founded the United States and Canada Express Company, which was afterwards absorbed by the American Express Company, and was also interested in the Wells Fargo Express Company. It was in the express business that his father accumulated his immense fortune.

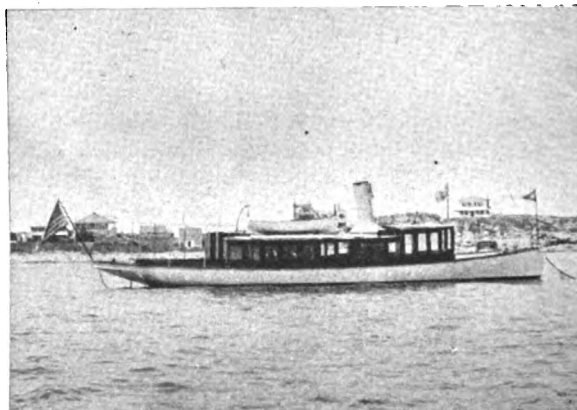
Among the corporations of which Mr. Cheney is a director are the Atchison, Topeka and Santa Fe Railroad, the St. Louis and San Francisco Railway Company, Mexican Central Railway Company, Northern Railroad of New Hampshire, Wells Fargo Express Company, Old Colony Trust Company, and Boston Safe Deposit and Trust Company. He is president of the San Diego Land and Town Company and the American Warp Drawing Machine Company.

As is the case with so many men with varied financial interests, he is an ardent sportsman, and yachting is the form of sport in which he particularly delights. It is healthful, and offers a charming form of diversion, taking his mind away from business cares and responsibilities.

Since 1886 he has been a member of the chief yachting organization of New England—the Boston Yacht Club, the



MERCEDES.



JULE.

oldest yacht club in that section of the country. As an evidence of the esteem in which he is held by his fellow club members, he was elected vice-commodore of the club in 1896, and this year he was elected commodore, a position he now holds. He has never taken an active part in yacht racing himself, but during the past season he gave a handsome set of cups to be raced for by members of the Boston Yacht Club. He owns the steam launch Jule and the sailing yacht Mercedes, which are the flagships of the club. Jule is a steam launch, 56 feet over all, having a 75 horse power engine. She is used chiefly as a means of conveyance between Boston and her owner's summer home on the Middle Brewster Island, in

Boston Harbor. Together with Messrs. Melvin O. Adams and R. S. Whitney, he owns the Island.

He takes particular pride in Mercedes, which is named after a favorite character of his wife in one of her plays. Every one knows his wife, nee Miss Julia Arthur, one of the most talented actresses on the American stage, whom he married in 1898. Mercedes is ketch rigged, 65 feet over all, and was used as a cruising yacht by her former owner, and on one of her trips went as far south as the Gulf of Mexico.

In yachting as in business, his efforts are ever in the line of improvement, and its interests are carefully studied by him.



## Charles Fletcher.

The steel twin-screw steam yacht for Mr. Charles Fletcher, of Providence, now building by the Harlan & Hollingsworth Co., of Wilmington, Delaware, is to be named *Alvina*. She will be 215 over all, 178 water line, 26:8 beam, 11:6 draught, 17 deep and is rated 100 A1 at Lloyds.

This yacht has seven water tight bulkheads. She has two laid decks. Above the main deck forward is a fore-castle deck under which will be placed the windlass, crew's mess, firemen's and oiler's quarters; also a large galley for officers and crew.

She has a long continuous deck house, having in the forward end a dining room, aft of which is a hallway on the star-board side, connecting with a covered passageway leading aft. The owner's pantry and galley are on the port side of deck house; boiler inclosure, a large laundry and engine room casing, then a library, a deck state room and a hall-way complete the accommodations in the deck house. Above the deck house is a chart house and captain's room.

The yacht will be steered from a flying bridge above this house. The accommodations below are very roomy. Beginning forward are the seamen's quarters, then officer's quarters and next aft three large state-rooms, and a bath room for owner, coal bunkers and machinery follow. Aft of machinery are five state-rooms, three of which are unusually large, also two bath-rooms and a large cabin. The finish of the yacht will be most elaborate, and she will be built in the

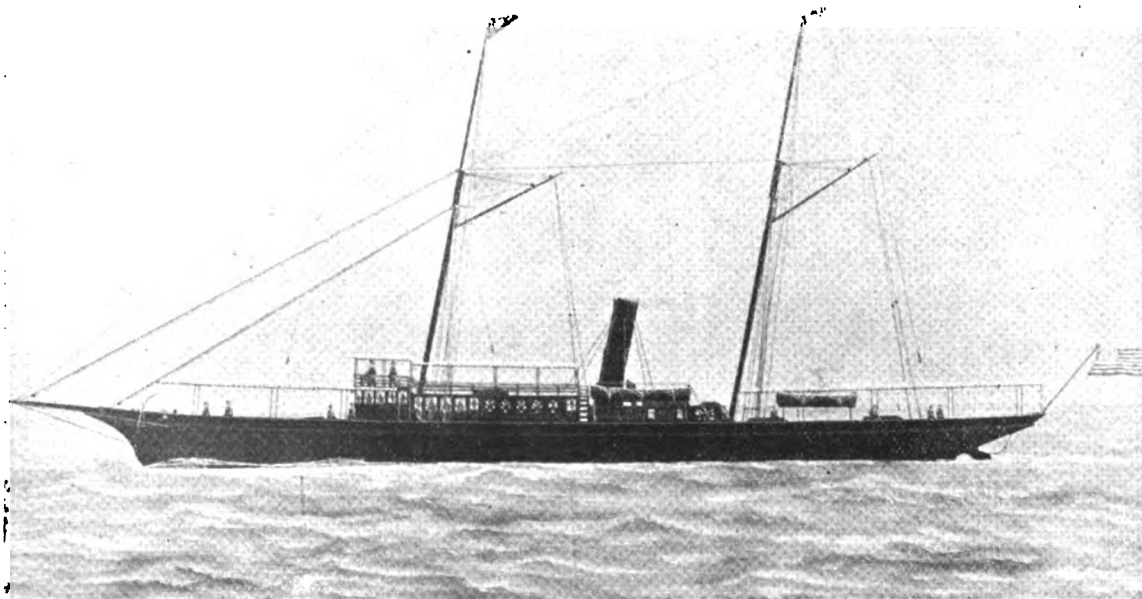
most thorough manner, with the greatest care. She will be fitted with two large water ballast tanks, one forward and the other aft of machinery space.

Regarding the machinery, the vessel will be propelled by two sets of triple expansion engines together developing 1,800 horse power natural draft.

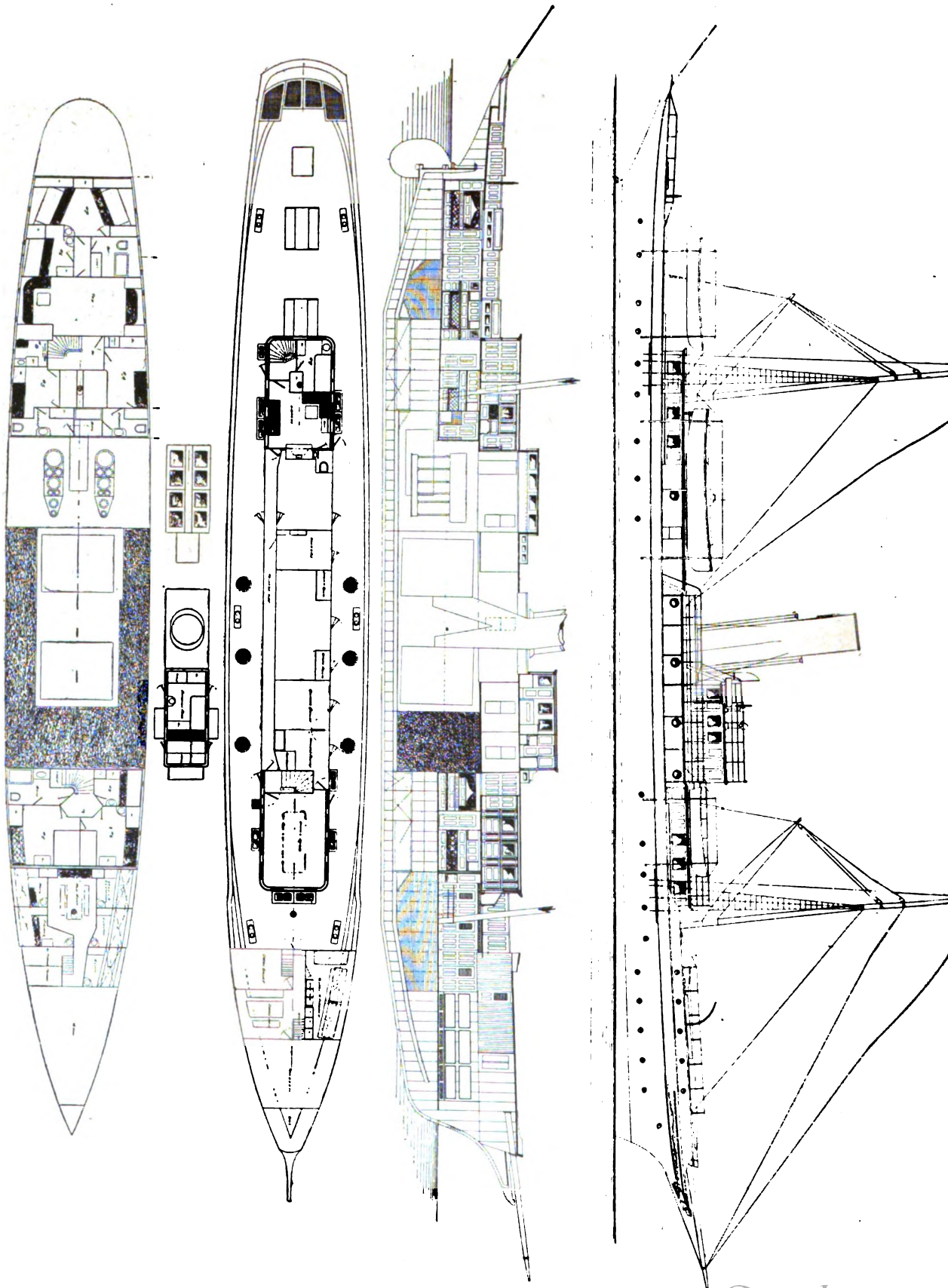
Steam will be supplied by two Scotch boilers, and there will also be a donkey boiler. The usual auxiliary machinery consisting of air and feed pumps, two electric light plants, evaporator, distiller, and ice making machinery will be installed, and each will be the best of its kind. The coal bunker capacity will be 170 tons.

The contract speed is 14 nautical miles per hour, for a four hours' run. Altogether she will be of the most modern construction, and no expense has been spared to make her the equal of any yacht of her size afloat. She is intended for long voyages, and only a comfortable cruising speed is desired. This yacht was designed by A. S. Chesebrough, of Bristol, R. I., who is also personally superintending her construction in every detail. This insures excellence throughout.

Mr. Charles Fletcher bought his first yacht in 1886; she was called the *Emu* at that time, and her name has since been changed to *Forget-Me-Not*. In 1890 she was sold, and he bought the *Sentinel*. In 1894 he sold the *Sentinel* and bought the *Seneca*, which is the boat he has at the present time. The *Seneca* is 148.6 over all, and 130 on the water line, her beam is 19, and depth of hold 11.5 draught of water 9.6. She was designed by J. H. Dahl, and built by William McKie, of East Boston, Mass. Mr. Fletcher is a member of the New York Yacht Club and the Bristol, R. I., Yacht Club.



SENECA.



## ROBERT J. W. KOONS.

One of the representative yachtsmen of the Quaker City, is Robert J. W. Koons, not only prominent as the vice Commodore of the Corinthian Yacht Club, but also as a banker and broker, and a social leader.

He is one of the enthusiastic types of yachtsman for which the word "Corinthian" stands. He is master of a boat. Knows it from truck to keelson, and, if need be, can take a hand in fitting, repairing, and all that may come to a practical Corinthian.

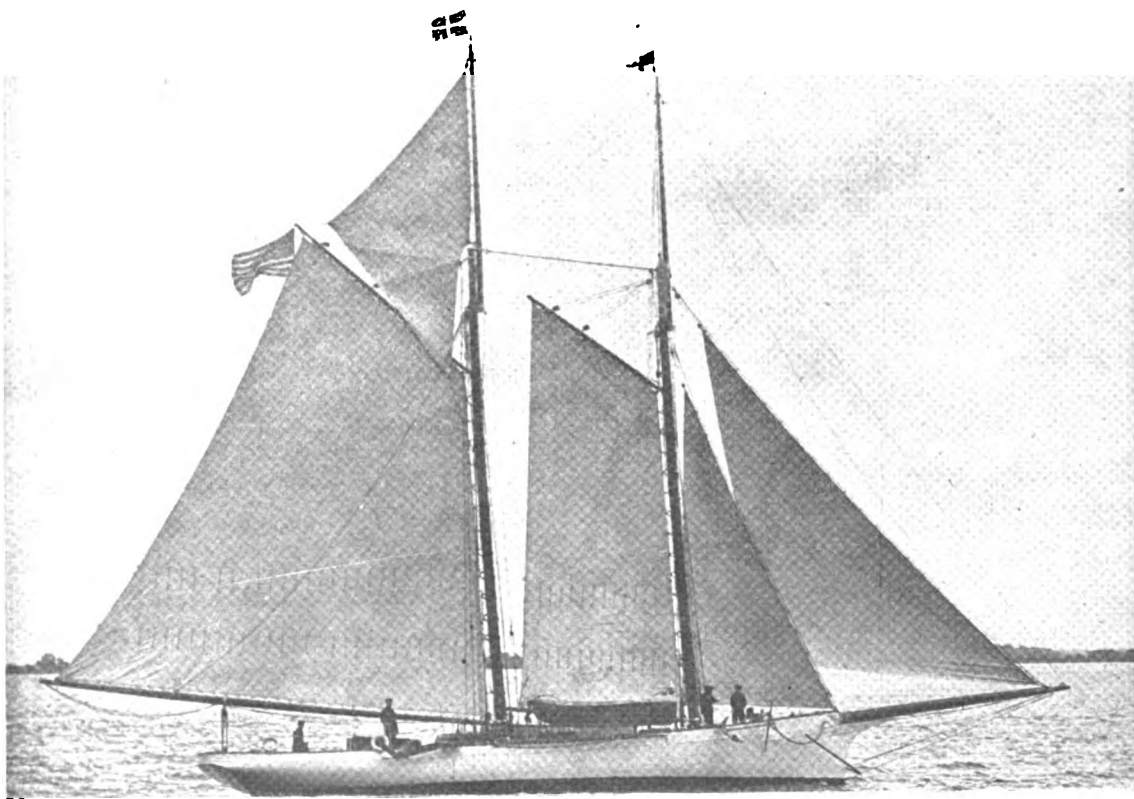
He is not by any means a new recruit to the yachting world. In 1875 to 1879 he owned the speedy cat "Speckle," of the Riverton Yacht Club, and sailed her in many winning and hard fought contests. Then he graduated, as most men do, sooner or later to the larger craft, and in 1878, with W. Wilson Clark, and Thos. A. Edwards, he bought the schooner "Sunshine," a very able and fast boat which was originally built in Philadelphia. She was well found, no expense had been spared in building and fitting her, and she was in every way a gentleman's craft.

After his experience with the two stickers, he again returned to his first love, the smaller craft, and owned several sloops, among which were the "Jacinthe," "Pilot," and "Dallas," all well known and prominent in their class, with several other speedy slugstickers. He also owned and sailed the schooner "Vantas." He was no fairweather sailor, every boat under his pennant was sailed for all she could stand, blow high or blow low.

In business circles he stands very high in Philadelphia as a progressive banker and broker, with a large clientele representing an important and wealthy class of our citizens. Few men are better known on the "street" than Robert J. W. Koons, and his breezy and pleasant personality (which somehow clings to the true yachtsman) has gained and held him many friends. He has a very handsomely fitted and large suite of offices in the Drexel Building, and has been a member of the Philadelphia Stock Exchange since 1881. He is conservative, but enterprising and has built up a large far reaching and lucrative business with the same energy and personality he has displayed in yachting.



ROBT. J. W. KOONS,  
Vice Commodore Corinthian Yacht Club.



PRISCILLA.  
125

## H. B. Duryea.

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The sailors of the United States, the men of Marblehead, Deer Island, and the baymen have for years been famous in all annals of the sea which is the common heritage of all speaking the Anglo-Saxon tongue. This distinction for many years applied mainly to the professional sailor of the merchant or naval service, and the amateur, the man who sails for pleasure only, but who knows his craft from truck to keelston, was scarce. Nevertheless the type existed and where found was unexcelled in any country in the world. Of late years there has been a very great and extremely healthy increase among the amateurs, men with ample money to try experiments, and ample time to learn the alphabet of the craft, went into it heart and soul, with the result that America, to-day, stands very high in the world's record of sterling amateur sailors.

Among the foremost of these, and certainly among the ac-



H. B. DURYEA.

knowledgeed experts, H. B. Duryea stands very prominent. This is not a reputation won by a carpet knight, but one gained by hard thrashes to windward, by delicate finessing in calms and zephyrs and by keen and accurate judgment as to where lie the catspaws now and where they will be in another ten minutes. In this work Mr. Duryea has shown himself without a peer.

He commenced yachting at the bottom, as almost every good man has done, and gained much experience, with a heap of good fun, sandbagging when about sixteen years of age, and with considerable success he raced along the North Shrewsbury such boats as *The Oriole*, *Sea Spray*, *Twilight* and *Kid*. Later, becoming enthusiastic, he graduated to a larger craft and sailed and raced two years with Mr. Bayard Thayer on *The Pappoose*, the 36-footer of Burgess and one of the fleetest keel cutters of her time. Later he raced one year with the same owner on *Sayonara*, another Burgess keel cutter, 45 feet water line, and also one of the "flyers," and from there Mr. Duryea drifted to the *Constellation* of Edward Burgess, also owned by Mr. Thayer, a magnificent 108.6 foot water line schooner known all over the world. This gave him an unequalled experience in all types of craft, and this was adequately completed by his trip in the steel center-board cutter *Navahoe*, built for R. Phelps Carroll by Herreshoff to take to England and show them what an American boat could do. In 1894 Mr. Duryea built *The Vaquero*, a 21-footer, and won sixteen flags in twenty starts, this being thirteen firsts, one second and two thirds in class of eleven. The following year he built *Vaquero II.*, taking her to the Solent, in English waters, and there won twenty-four flags in thirty starts in class of fourteen two and a half raters. Still keeping abreast of the times in 1896, he built *Vaquero III.* and raced her four years. Briefly, in 1894, '95, '96, '97, '98 and '99 he sailed 287 races and won 186 prizes, comprising ninety-four firsts, fifty-six seconds and thirty-seven thirds. This is surely a unique record and one hard to surpass. Again forsaking the smaller craft in 1900, with Harry Payne Whitney he built *The Yankee*, and his highly successful record with that crack 70-footer is of too recent date to need recapitulation here.

## COMMODORE J. O. SHAW, JR.

J. O. Shaw, Jr., Commodore of the Corinthian Yacht Club of Marblehead, owner of the famous Puritan, once a sloop, now a schooner, and the successful defender of the America's Cup in 1885, was born in Boston about fifty years ago. He is a graduate of Harvard University, a fine scholar, a distinguished member of the Massachusetts Bar of many years standing and a most enthusiastic yachtsman.

His first yachting was done in small boats near Barnstable, Cape Cod. After doing some cruising in the schooner Meteor he purchased the Puritan from J. Malcolm Forbes, who had altered her into a schooner. For three years the Puritan has been seen in Eastern waters continually during the yachting season cruising.

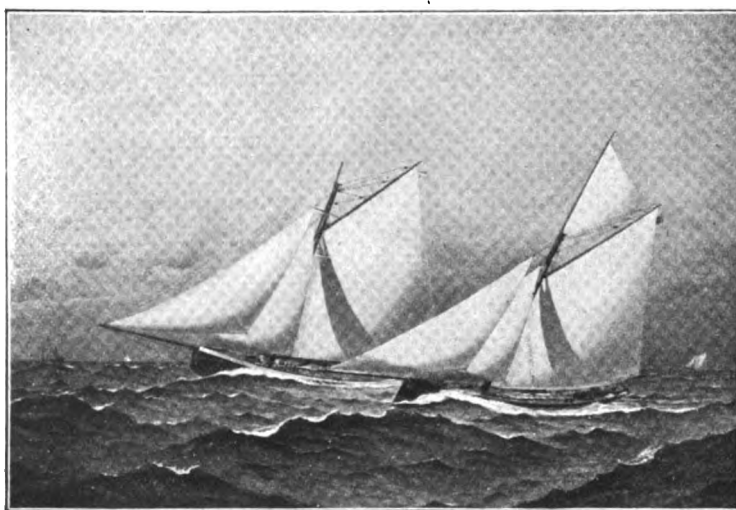
The Puritan's record is a very interesting one. Her building in 1885 marked the advent of the line of big sloops constructed for the defence of the America's Cup. She was the first of this type designed by the late Edward Burgess, and she proved a valuable defender of the trophy.

Pitted against the Priscilla in the Goelet Cup race of 1885, she defeated her in a reefing breeze over the thirty-eight-mile course off Newport by 11 minutes 40 seconds, and later in the trial races off Sandy Hook she won with ease. In the cup races against Sir Richard Sutton's cutter Genesta, on September 14 of that year, she defeated the latter over the New York Yacht Club's course, from Owl's Head to Sandy Hook Lightship and return, by 16 minutes 19 seconds. Those who saw the second race of twenty miles to leeward and back from Sandy Hook Lightship will never forget what a close contest it was for the cup. The Genesta outsailed the Puritan down the wind to the outer mark, rounding it first, and that beat



PURITAN.

back to the lightship in half a gale, the Puritan with hosed topmast, was as exciting a bit of windward work as was ever seen. For that alone the old Puritan will live long in the memory of all yachting enthusiasts.



PURITAN, WINNING THE GENESTA CUP.



## COMMODORE JOSEPH E. FLETCHER.

Commodore Fletcher of the Bristol Yacht Club, Bristol, R. I., is well known in Rhode Island and New York yachting circles, having been associated with the sport since a small boy. Four years ago he became a member of the Bristol Yacht Club. Since then he has served on various committees of the Club, becoming more popular each year to such a degree that he was elected Commodore in 1900. Always an energetic worker, he has done much towards placing it in its present prosperous condition. His term this season as Commodore has been marked with much progress and personality.

The following is a list of the yachts, including their particulars, owned at various times by him:

Bohemian, keel cutter, altered from centerboard in 1886; over all length 29 feet 10 inches; water line length 26 feet; beam 10 feet; draught 4 feet 6 inches; designed and built in 1862, in Beverly, Mass., by John Roach.

Orinda, keel cutter, over all length 37 feet; water line length 28 feet; beam 9 feet 3 inches; draught 7 feet; designed and built in 1888, by E. L. Williams, at So. Boston, Mass.

Minerva, keel cutter, over all length 54 feet; water line length 39 feet 11 inches; beam 10 feet 6 inches; draught 7 feet 4 inches; designed and built in 1888, by William Fife & Sons, of Fairlie, Scotland.

Memory, fin keel sloop, over all length 47 feet; water line length 32 feet 5 inches; beam 8 feet 6 inches; draught 7 feet; designed in 1894 by "Nat" Herreshoff, and built the same year by the Herreshoff Manufacturing Co., at Bristol, R. I.

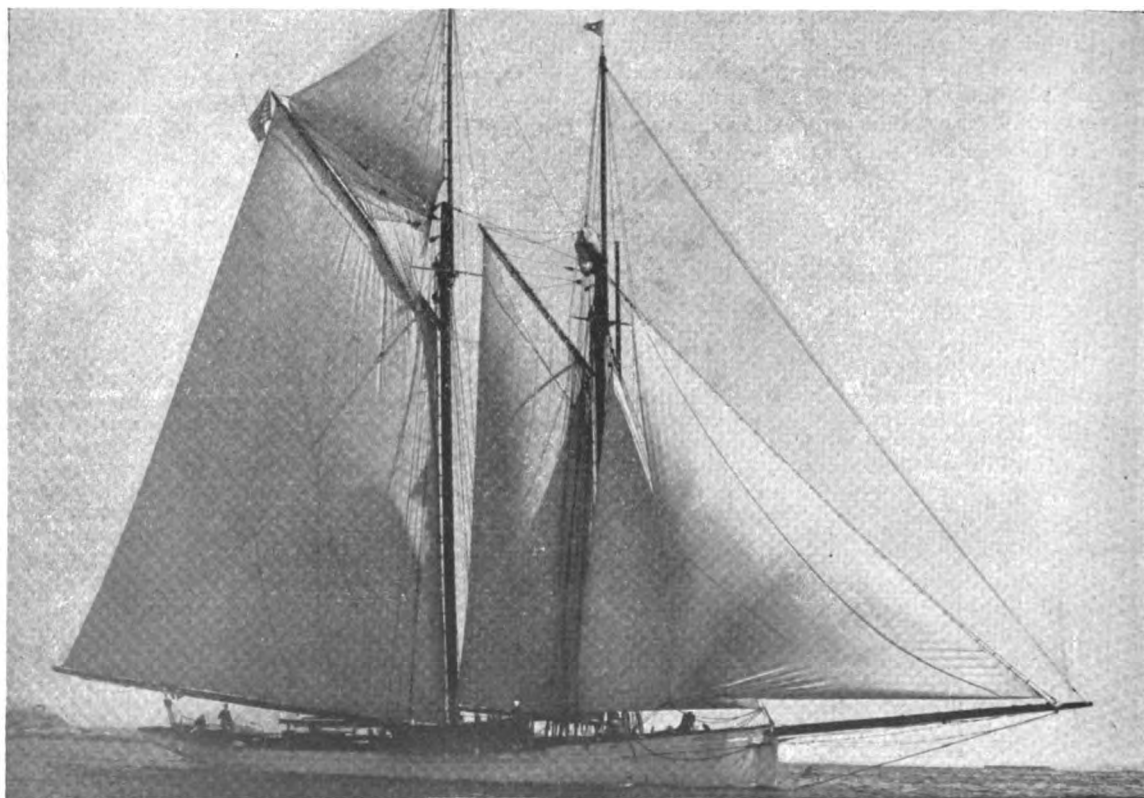
Nymph, cutter, over all length 50 feet; water line length 39 feet 10 inches; beam 14 feet 7 inches; draught 6 feet 4 inches; designed by Edward Burgess in 1888, and built the same year by George Lawley & Son, at So. Boston, Mass.

Calypso, auxiliary schooner yacht, formerly her Royal Highness, centerboard cruiser, over all length 67 feet; water line length 55 feet 4 inches; beam 17 feet; draught 5 feet 7 inches; designed and built in 1893, by Charles F. Ferguson, at Groton, Conn.

These boats have all been well known as the handsomest and speediest of their class, and have won laurels in all prominent waters. Commodore Fletcher is an enthusiastic Corinthian. He knows his boats from truck to keelston, has a large



COMMODORE BRISTOL YACHT CLUB.  
and influential acquaintance, and comes from one of the oldest New England families



CALYPSO.

## C. W. HARKNESS.

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The steam yacht *Peerless* is a representative type and occupies a somewhat unique position, as her engine was the first triple expansion one built in this country. She was designed and built by Wm. Cramp & Son in 1885. Her dimensions are as follows: Length over all, 166 feet; water line, 146 feet 9 inches; beam, 22 feet; depth of hold, 11 feet 9 inches; draught, 8 feet 6 inches; tonnage, 113.8 net, 227.6 gross.

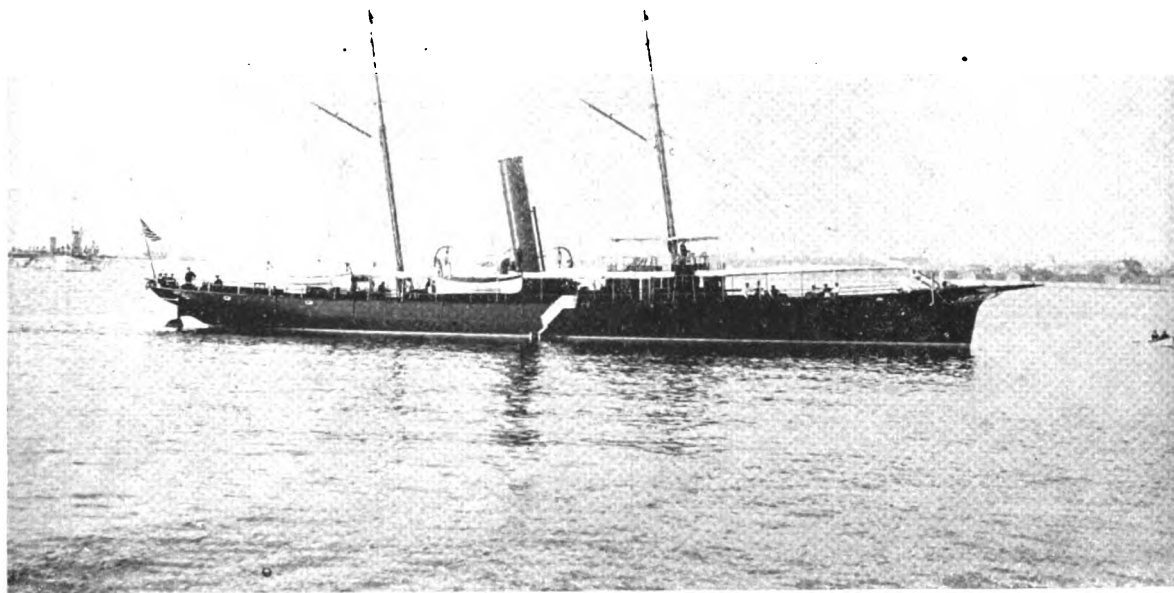
The first time she ever left her dock she raced from Larchmont to New London under name "246." During the races of the American Steam Yacht Club she won three cups. Her speed is between sixteen and seventeen knots, and she covered thirty miles on the great lakes in an hour and thirty-three minutes. She was built for cruising purposes and has steamed through the waters in the West Indies, touching on

the coast of South America, and in addition has made a half a dozen trips through the great lakes and through the Gulf of St. Lawrence. She has weathered many a gale, proving herself a most seaworthy vessel.

Her appointments are perfect and are in keeping with the good taste and judgment of her owner, C. W. Harkness, who is an enthusiastic yachtsman and is a member of the New York Yacht Club and the Cleveland Yacht Club.

The interior of the cabin of the *Peerless* is finished in oak, the staterooms in mahogany and the smoking room in walnut. She is very roomy throughout, and all in all is a model yacht for cruising, for the owner and his guests have every comfort at their command.

She has just made the run from Cleveland to New York in eight and a half days, running from Quebec to New York, 1,400 knots, in four days and ten hours, an average of over thirteen knots per hour.



PEERLESS.

## J. H. WADE.

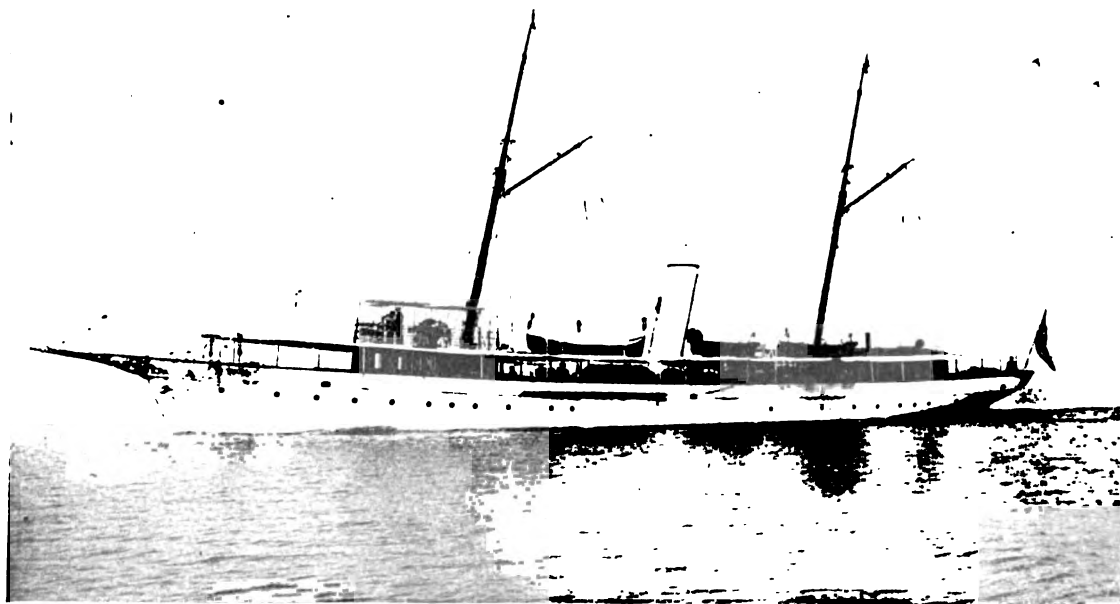
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Other steam yachts for pleasure cruising are larger, but none has explored more out of the way places than The Wadena, the property of J. H. Wade, of Cleveland, Ohio. She was built under the personal supervision of her owner in 1891 by the Cleveland Ship Building Company, of Cleveland, Ohio, who designed her. Her dimensions are: Length over all, 176 feet; length on water line, 157 feet; breadth, 21 feet; draught, 10.6. Her original length over all was 165 feet, but she was lengthened 11 feet in 1894. She usually runs at twelve knots natural draft, but with draft induced by a fan in the stack, a clever arrangement of her owner, she can run fourteen knots and maintain that rate of speed all day. The Wadena has six staterooms for guests and carries a crew of twenty-three men. When built she was intended to stand all kinds of weather and has proved her ability to do so. She is constructed of Simour Marlin steel throughout, having steel decks, skylights and deck houses, and they are covered with teak. She was one of the first yachts to be fitted with bilge keels. No American yacht of her tonnage can carry so much coal, has made so many long voyages or has carried the

American flag to so many out of the way corners of the world as Wadena.

In the winter of 1891 she cruised all around the Mediterranean, into the Black Sea and up the Adriatic to Venice, and the following summer visited the North Cape and sailed up the Baltic to Stockholm. Returning sailed through Holland on the great North Holland Canal. In 1894 she cruised to Yokohama and back. The trip out was made in fifty-nine and a half days by Suez Canal to Yokohama. From New York to Malta was made without re-coaling in seventeen days, a distance of 4,200 miles. Two days' supply of coal remained on arrival. She carried 115 tons in her bunkers and none on deck. She sailed up the Yang-Tai-Kiang to Nanking, probably the first steam yacht that ever made the trip. At Chin Kiung during the Japan-China war she was seized for alleged violation of the river regulations. Wadena has cruised to the West Indies, and has made two voyages up the St. Lawrence River and about the great lakes, visiting every corner of them, and was anchored off the exhibition grounds for several weeks at Chicago in 1893.

Her owner, J. H. Wade, is a member of the New York, Seawanhaka and Cleveland Yacht Clubs, and in no other form of sport and pleasure does he take such a keen interest as in yachting.



WADENA.

## HORACE A. HUTCHINS.

There are many prominent men in the yachting and business circles of the Metropolis, who started from Ohio, and among these is Horace A. Hutchins, of the Standard Oil Company. He has been prominently interested in yachting for upwards of eleven years, and has "jammed" the wind and tooted the steam whistle over many of the prominent water routes of the east.

He at one time owned the crack sloop *Esperito*, about eighteen tons net, 52 feet over all, 45 feet water line, 16 feet beam and drawing something over six feet of water. She was designed by T. R. Webber, of New Rochelle, N. Y., and was built by him in 1883. Afterward five feet were added to her length by J. M. Bayliss & Son, of Port Jefferson, N. Y., in 1890, and in 1893 she was converted into a fast cruising yawl. As a sloop she was very handsome and prominent in her class.

The widely known steam yacht *Viking*, an iron ship, was also owned by Mr. Hutchins, and was built by John Roach & Sons, in 1883. She was 138 feet over all, 122 feet water line, 20½ feet beam and drew 9 feet of water. Her net tonnage was 71.39, and she was a roomy, comfortable and rather fast boat. She was afterwards sold to the government and was transformed into a gun boat.

Another steam yacht was the *Jathnel*, 70 tons net, 134 feet over all, 110 feet water line, 18 feet 6 inches beam, drawing 9 feet. This was a screw schooner yacht, designed by Ed. Burgess, and built by the Atlantic Works, of East Boston, in 1889, for Dan S. Ford. She was fast, commodious, elegantly fitted, and since then has been still further improved and brought thoroughly up to date.

Mr. Hutchins then decided to cease owning yachts for a spell, but did not in any way diminish his interest in the sport, or curtail his operations as a yachtsman. He is contemplating building a very handsome, speedy steam yacht, and one which will undoubtedly prove a revelation when brought into competition with craft now afloat.

Although in his time a prominent member of several of the leading yacht clubs, Mr. Hutchins, in 1892, pinned his faith to the New York Yacht Club, and sails under its burgee and pennant. He is an officer and director of a number of prominent companies, and is a representative type of an American merchant prince.

He is openhanded and generous to a fault with his boats, their fitting and running, and in business has proven himself a shrewd, energetic and successful man. One of the type that works hard, and plays hard. It is difficult to tell which he enjoys or appreciate the more.

Not only is he interested in yachting, but in trotting circles he has held a prominent place, owning at one time the challenger for 1901, the new *Shamrock II.*, will be designed by G. L. Watson, and will be up to the full limit of 90 feet, and Sir Thomas Lipton has announced that she will be the best boat England has ever turned out. Money, brains and labor will be invested in her to the limit and she is ex-

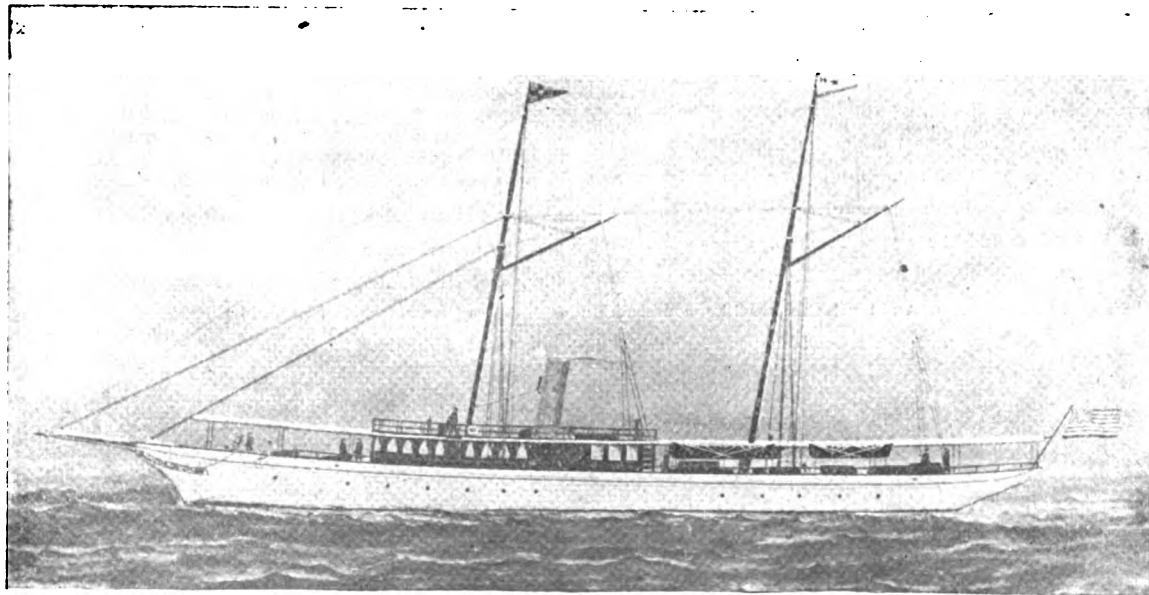


HORACE A. HUTCHINS.

pected to cost more, proportionately than did the first *Shamrock*.

As regards the American defender, the nation is satisfied to leave all in Herreshoff's hands. In the past he has never made a false prediction or a misleading one and he states, now, that he can build a faster boat than *Columbia* proved herself. That is all that is necessary. How much faster may safely be left to the undoubted genius of her designer.

Among the more interesting of the cups illustrated in these pages is the:



JATHNEL.

## A. S. CHESEBROUGH.

The all round steam yacht and torpedo destroyer designing talent of A. S. Chesebrough does not come to him amiss. It is a clear case of heredity through his mother who is a sister of the Herreshoffs. He was born in Bristol, R. I., went to school in Providence, and also to Brown University. Thus early displaying a marked talent for designing he entered the drawing room of the Herreshoff Manufacturing Company, and remain in that practical school several years. Later, he went to Boston, rented an office, and hung out his shingle, metaphorically, as a Naval Architect. He designed many sailing yachts of speed, and in 1897 designed the schooner *Hildegarde*, built of steel by the Harlan & Hollingsworth Company, of Wilmington, Del., 184 tons gross, 135 feet over all, 106 feet water line, 26 feet beam, drawing 16 feet of water, owned by Geo. W. Weld, one of the fastest two stickers on the register. The same year he designed the steam yacht *Alcedo*, built by the same company, for Geo. W. Childs Drexel, of Philadelphia, a screw steamer, 552 tons gross, 198 feet over all, 173 feet water line, 24 feet beam, drawing a trifle over 11 feet of water. In 1898 she was lengthened to increase her sailing capacity, and is one of the handsome and finely fitted boats of the Quaker City fleet.

Mr. Chesebrough then earnestly turned his attention to the torpedo boat destroyers, for there was looming up on the horizon the chances that the nation might be calling for these earnestly and strongly. He turned out the *Stringham*, built by the Harlan & Hollingsworth Company, and he remained in Wilmington the whole time of its construction, superintending every detail with the close application which marked his success with the more peaceful type of craft. In 1898 he designed the 38 knot destroyers *Truxton*, *Worden* and *Whipple*, now building by the Maryland Steel Company, at Sparrow's Point, Maryland. Amid all this warlike construction he has not entirely turned his back on peace, and has de-



A. S. CHESEBROUGH.

signed the *Alvina*, now being built for Mr. Charles Fletcher, of Providence.

Mr. Chesebrough makes his home in Bristol, R. I., where he now has his office headquarters. He sails a very fast, fin keel, 28 footer water line, Herreshoff boat on Narragansett Bay, and it is hard to say where he shines brighter, as designer or sailor for he is handy with tiller and sheet as with pencil and T square.

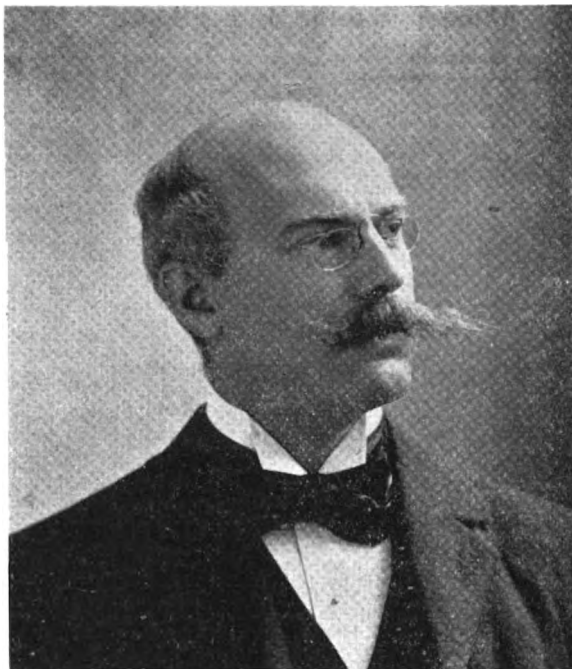


## DR. J. C. AYER.

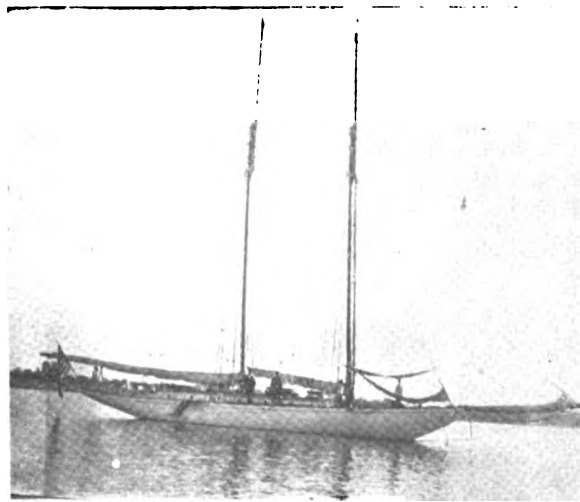
Dr. James C. Ayer, of 31 West Thirty-sixth street, New York, is an enthusiastic sailor, one of those who sails his own boats, and loves deep water and "league long rollers" of the mighty deep. He has had considerable and varied experience as a deep water yachtsman and like most who have tried it, thinks there is no other sport which can approach it. Like most men holding this opinion and sailing their own craft, he commenced yachting with small craft and slowly worked up to the larger boats, mastering every step, practically, as he moved forward, and from this alone can be gleaned the perfect self confidence which marks the deep water enthusiast. He gained much of his practical deep water experience on a square rigged ship. He entered yachting circles as early as 1879, and has been hard at it ever since, owning many well known boats, all of them good in their class and of high standing. Among these is the schooner Altama, 53 foot water line, 62 feet over all, 18 foot beam, nearly 9 feet draft. She was built and designed by Pope & Steers, of Cleveland, O., for Dr. Ayer, and was formerly the Carrie. He also owned the Rosalind, a keel cutter, 40 foot over all and 30 foot water line, designed by Burgess, and built by Geo. Lawley & Son, of So. Boston, in 1888. He owned the Vandal, a center board cutter, 48 feet over all, 40 feet water line, designed by Burgess, built by Geo. Lawley & Son, of Boston, in 1887; she was formerly the Adele. The auxiliary schooner Laurus, is owned by him, designed by A. Cary Smith, fitted with two staterooms, two berths, cabins and saloon, also accommodating a crew of five men. She is 68 feet over all, 46 feet on the water line, 15 feet beam, and drawing seven feet of water. She is a center board schooner and is fitted with a ten horse-power, gasoline engine, a two bladed disconnecting screw, and can make five knots an hour.

Dr. Ayer is one of the best known of the younger generation of surgeons in this city who have made their mark in their chosen profession, and it is, unfortunately for sport, one which demands an ever increasing percentage of his leisure time. He is as enthusiastic over his profession as about deep sailing, and his thoroughness in both, or in everything he undertakes, accounts for a large measure of his undoubted and admitted success.

Dr. Ayer is one of the best known of the younger generation of the New York Yacht Club, the Larchmont, the University, the Harvard, and several others, and a number of social and medical societies. He is a very popular man, well versed in practical yachting lore, and a familiar figure at all gatherings of note. Dr. Ayer is an enthusiastic expert automobilist and has one of the most modern and speedy machine, in which he may often be seen taking long rides over the good suburban roads.



DR. J. C. AYER.



LAURUS.



LAURUS.

## EX-COM. WILLIAM H. LANGLEY.

Some yachtsmen are made, some have yachting thrust upon them, but the best—like poets—are born with the instinct strong in them and only waiting a chance for development. One of the latter type is Major William H. Langley, who has a record to be proud of. He commenced his career by rowing when only eight years old, and was partly educated in Europe, passing through the German Military Academy and then returning to his native land.

Entering the national military service, he spent twenty years as an active representative of the army, militia, and nine years in the old volunteer department, all of which shows his thoroughness in everything which he undertakes. Entering business, the same energy was displayed, and at the death of his father, the senior member of the firm, he became the head of the establishment, a position he has held for many years, the firm being that of W. H. Langley & Co., of 105 Worth street, city.

As a yachtsman he is a member of the New York Yacht Club, the Larchmont, Atlantic, Crescent City of Brooklyn, etc., and has filled the position of vice-commodore of the Brooklyn Yacht Club, but prefers to be plain Major Langley rather than carry club honors.

He has owned many fine boats in the past, several of them of national fame, from the small raters to the ninety-footers and steam craft. His first boat was the Harriet Lane, a cat, 18 feet water line, and, as usual, this simply whetted his appetite for something better and larger. Then followed the 31-foot Jerry Davis, the 20-foot Nellie, the sloop Lizzie, 30-foot, and then the Fonchy, afterwards changed to the Cyrene, and in her year was the fastest boat of her class. He owned the Seneca 148 feet over all, 18 feet beam, 10 feet draught, a handsome screw schooner designed by J. H. Dahl and built by William McKie, of East Boston, in 1888, now owned by Mr. Charles Fletcher, of Providence, R. I. He owned the Sultana, a screw schooner, 118 feet over all, 17 feet beam 8 feet draught, designed by G. H. Hepburn, built by the Davis Boat and Car Co. of Wyandotte, Mich., now owned by C. G. Conn, of New York. He owned the two Marjories, the sloop Addie, a fast and very well known boat; Coon, an auxiliary, 55 foot over all, yawl rigged boat, and many others. He also owns at the present time the Comet, a handsome centreboard schooner, 97 feet over all, 22 feet beam, 7½ feet draught, built for him in 1873 by A. E. Smith, of Islip, L. I. and designed by P. Ellsworth. In 1892 she was lengthened on the keel and given a flush deck, which has much improved her in appearance and comfort, and is known everywhere. He also owns the Montauk, the handsome schooner built for Commodore Lewis Cass Ledyard in 1882. She is 105 feet over all, 35-foot water line, 25-foot beam, and draws nearly nine feet. The designer of the Comet, Capt. Philip Ellsworth, designed her, and she was built by C. & R. Poillon, of Brooklyn, N. Y.

Personally he is an expert sailor in every sense of the word. He navigates his own boats, and is competent to handle them in any weather and any water, and he knows a boat from truck to keelson. He is extremely modest concerning



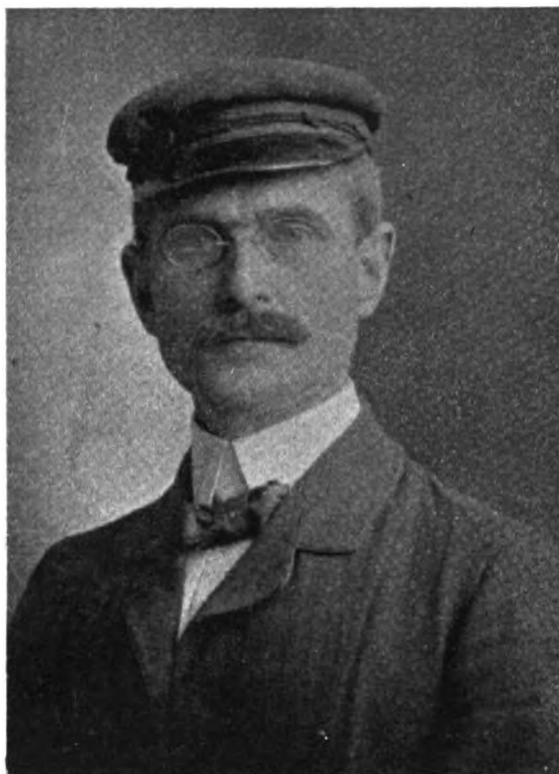
EX-COMMODORE WILLIAM H. LANGLEY.

his gifts, is very popular in all circles, and, being a man of wealth and position, he can gratify any reasonable fancy in yachting or sailing craft, and this undoubtedly has had much to do with his wide experience in the ownership of high class and high standing steam and sail craft in the United States.

Capt. Joseph Ellsworth, who sailed the Puritan, Mayflower and other crack cup defenders and yachts, who in his day had no peer, was proud to call Major Langley his pupil. It is worthy of note that when Major Langley built the Comet he and Capt. Ellsworth were the only ones who ever sailed her in any race.



COMET.



WILF. P. POND.

Wilf. P. Pond was born in England and came to California in 1877. Later he went to South Africa and was in Pretoria during its investment by the Boers in 1881, assisting in the defense, and was one of poor Charles Du Vall's editors of the famous "News of the Camp." At the close of the war he returned to this country and in 1886 entered active newspaper work in New York and other cities. His work has been principally athletics and sports. He has been the explainer and exploiter of racing systems for years past, and is a recognized authority on track surroundings, while in yachting he has done much excellent work. He has contributed largely to

magazines and special departments. He is an all-round Corinthian, always owning a fast small boat of various classes, and his seamanship was shown some years ago, when he brought a disabled sloop to shore at Niantic, Conn., the boat sinking fifty yards from the dock with several ladies on board. He is an expert handler of small yachts, an enthusiastic rough-weather sailor, and has the history of yachting in this country and Europe at his fingers' ends. He was also for a number of years associate editor of several leading and high-class publications.

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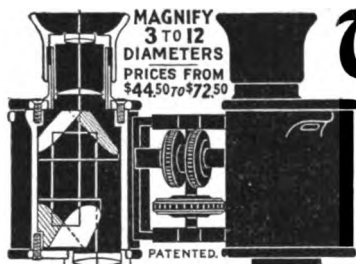
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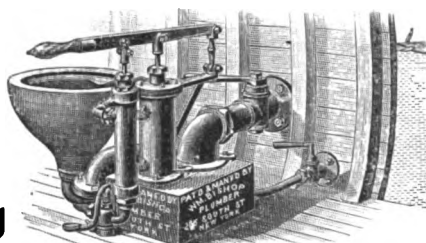
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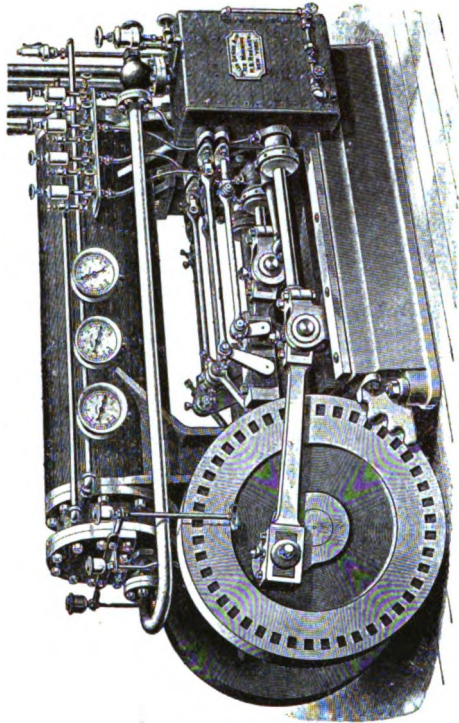
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